

THE **T** INTERNATIONAL
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DEDICATED TO SERVICE

DECEMBER 1956



Our most fervent hope for all our members and their families this glorious Christmas Season is that they will share in full measure the great spiritual rewards that are the one true gift of this Holy Hour.

May there be a rich abundance of happiness, love and understanding in the hearts and homes of all Teamster members.

For the New Year we wish all a yet better life, and we reaffirm our pledge to labor to our utmost toward doing whatever we can to accomplish that goal. In doing so, we shall be ever mindful of the awesome responsibilities inherent in the privilege of serving the world's largest single trade union—a mighty organization eternally dedicated to the service of humanity.



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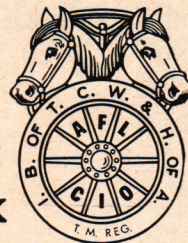
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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Letter from General President **DAVE BECK**

Retirement Proposal

I HAVE long cherished the hope that every Secretary-Treasurer, Business Agent, and if possible, every employee of our local unions, joint councils and conferences could be covered by a fine retirement program.

To this end I have just appointed a five - man committee representing our four geographical areas to make a thorough study and analysis of the problem of a retirement program for our local union secretary-treasurers, business agents and, if possible, other employed personnel. I have, since assuming the office of General President, put all International employees under a fine health and welfare plan, in addition to their retirement program.

The committee which is making this study and will in turn submit recommendations to me includes as chairman my assistant, Vice President Einar Mohn, and the heads of the four conferences: Vice President Frank W. Brewster, Western Conference of Teamsters; Vice President James R. Hoffa, Central Conference of Teamsters; Thomas E. Flynn, Eastern Conference of Teamsters, and Murray W. Miller, Southern Conference of Teamsters.

The problem of a retirement program for local union secretary-treasurers, business agents and, if possible, other paid personnel is a matter which has been a source of deep concern to me for a long time. Our International Union has an excellent retirement program for its employees that I sponsored in the 1947 International Convention and a similar type program as adequate as possible is definitely needed throughout our entire organization.

The committee making this study will be confronted with many complex and difficult problems in connection with developing this program, the most important of which will be the question of adequate financing. After the committee has made a thorough and searching study and comes forward with a recommended program, I will analyze it carefully with the committeemen and I hope to submit a program to our convention which will meet next September.

It is my own judgment that our International Union might make a donation or a loan, subject to the approval of the convention, of a million dol-

lars, if necessary, to start the plan and keep it operative until sufficient revenue is available to make it actuarially sound.

I have written all the local unions advising them that I have named a retirement program committee. Although my letters to the locals are recent, the reaction has been most gratifying and constructive. I will keep our locals informed from time to time between now and the 1957 convention. A sound and comprehensive retirement program is one of the most necessary and useful steps we can take for the present efficiency and future development of our unions.

This International Union will be strengthened if a retirement program is adopted which retains in the field those who, by ability and experience, have and will continue to build our local unions numerically and what is more important to continue to secure economic gains for the membership.

In sponsoring this program for our secretary-treasurers and business agents and, if possible, other employed personnel, we are carrying out the procedure which was recommended and adopted by the Western Conference of Teamsters years ago and which was adopted in the 1947 International Union convention at San Francisco for all International employees. The Western Conference and other scattered units have retirement programs which can, I think, be augmented by a National Plan.

A Time of Danger

In recent weeks the Free World has been saddened by shattering events in Hungary. The ruthless treatment, the merciless brutality, the efforts to crush the bodies and spirits of the people of Hungary by the Soviet Union has made free people everywhere heartsick.

At this writing the United Nations is still striving earnestly to bring peace to that troubled area. The United Nations, representing the outraged conscience of the Free World, has been rebuffed in its attempts to bring a measure of peace and sanity to that strife-torn land. Russia says that the whole situation is strictly a matter between Hungary and the U.S.S.R. and has kept a brutal "hands off" attitude toward the rest of the world. In the early days of the revolt, Russia even barred food and medicine and relief teams, but this ban was later eased somewhat.

As we view the sad events in Hungary, we are reminded of another action by a totalitarian force just 20 years ago. Adolph Hitler marched into the Rhineland and began biting off chunks of Europe piecemeal and no one stopped him. The free nations declined to halt the march of conquest which was destined to bathe a great part of Europe in blood.

We may be seeing a parallel with Russia in Hungary today. The parallel, of course, is not historically or militarily exact, but the fact is that Russia is defying the whole civilized world. If Russia is able to defy world public opinion in Hungary, where will she strike next?

Failure of the Free World to stop Hitler 20 years ago when he marched into the Ruhr led to World War II. If Russia gets by with her march of brutality, will it lead to World War III?

Organized labor of the world has a great stake in the epochal events which are demanding attention today. Labor can no longer sit at home in isolation, hoping that what happens in other parts of the world is no concern of its members.

The Teamsters' Union has long been aware of the importance of international cooperation. We have taken part in such organizations as the International Confederation of Free Trade Unions and the International Transportworkers' Federation. We are particularly close to the ITF since its affiliates are representative of transportation of some type.

The ITF, through its affiliated members, is in a particularly strong world political and economic position. Transportation is necessary in any economy. Where transport breaks down, the economy breaks down.

There is no organized group in the free world that has more to lose by the spread of communism than the Trade Union movement. There is tremendous strength to utilize through the free Trade Union movement to stop the march of communism and restore liberty to the peoples of the world. Every segment of Labor should utilize its every resource to this end.

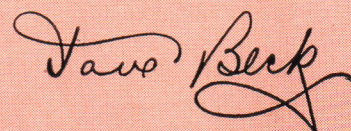
We have been working with the ITF and we are certain that by virtue of our membership and interest in world wide transport problems we can make a real contribution to all transport workers. We realize the importance of transport lines crossing the world in every direction.

Those engaged in transport work are not only people of key importance to their economies, but they reflect the great economic problems which confront workers everywhere. We are reminded in our activities with other transport workers that the living, working and earning standards of peoples in other lands must be raised. There are only two courses: either the standards of those working below levels we regard as necessary and acceptable must be raised or our own standards will inevitably be lowered.

Working people and industries of other countries are adopting new methods of production, processing, fabrication and transportation to increase their efficiency and productivity. The benefits of mechanization cannot be limited to one land, insulated from world pressures.

By working with labor groups throughout the world, we are not only promoting labor progress, but we are also providing the only force which can stop communism, and we are making our greatest contribution toward the prevention of World War III. A strong world labor movement is absolutely essential to peace.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

President.

Presidential Action Is Needed Right Now to Alleviate Mounting Difficulties in Home Construction

AMERICA FACES A HOUSING CRISIS

AMERICA is facing a crisis in housing.

We are getting too few houses for our expanding population with those in the middle and lower incomes most seriously affected. This condition is particularly vital to the working people of America since it is in those two groups we find our wage-earners.

If we look at the housing situation realistically, we will be shocked at the present state of affairs. The most recent report on construction from the Departments of Labor and Commerce indicates that we suffered a decline in residential construction in October, the last month for which figures are available.

In October 1956 residential building as a whole was off 11 per cent from the same period just one year ago. And for the first 10 months of 1956 housing construction showed a 10 per cent reduction over similar construction for the first 10 months of 1955.

A brief glance at where we stand in housing indicates the magnitude of our present housing crisis. By the end of this year we will be fortunate indeed as a nation if we hit the 1,100,000 mark in new housing starts. Last year the figure was 1,329,000. The all-time high in housing starts was in 1950 when the total was 1,396,000.

Is America doing a good job in housing and providing sufficient residential building for its people? A close look at the figures will indicate that we are apparently doing a woefully inadequate job.

In 1925, when housing starts were well under a million, we were starting 111 new dwelling units for every

10,000 bloc of our population. In 1955, 30 years later, when starts were at 1,329,000, we were starting only 92 new units for every 10,000. In other words, insofar as housing for our people is concerned, we were doing 20 per cent better in 1925 than we were in 1955.

If we were to build new homes in 1956 at the rate we were going in 1925, we would have to have 1,500,000 starts. Instead we will barely top the million mark.

We are definitely in a housing slump, one that is causing concern not only of labor but of the business community as well. Here is what a spokesman for the National Association of Home Builders says—and no one can charge this organization with being radical:

"We are now living in an economy in which the congressional goal of 'a decent home and a suitable living environment for every American family' is being ignored. Today, housing has suffered seriously as a result of the policies of our money managers whose concern is limited to the niceties of economic formula and the cold-blooded equation of money supply and money demand."

These are strong words, but they echo opinions held by many in the home-building industry. Such a conservative organ as *Business Week* has called attention to what it calls a "long slowdown." Some of its comments on the type of housing are especially pertinent. After commenting on tight credit policies, *Business Week* says:

"... low and middle income groups are being priced out of the market—choking off the demands of the largest potential group of buyers ...

"Builders everywhere are moving toward houses in upper price ranges—especially those above \$20,000—and these are selling faster than ever ...

"From all over come reports that the \$12,000-and-under house is disappearing from the new market; that within another year the under-\$15,000 house will be going the same way."

Housing availability is becoming increasingly difficult for the average wage-earner and the minimum house available seems to be going higher and higher in price.

What does this mean and what can be done?

It means simply that American working people are finding it more and more difficult to meet the decent necessities of finding a home to live in, a birthright of every American. Moreover, when they cannot find housing at a price they can afford, working people are either going to do one of two things: they will live in a substandard fashion or they will pay out more of their budget for housing than they should.

Either course is bad. Working people should not be subjected to substandard housing.

What can be done? What can be done is a primary challenge to the President and to Congress. Under the present statutes President Eisenhower can direct the Federal National Mortgage Association to liberalize its purchase of mortgages. Mr. Eisenhower can within his power earmark as much as \$500,000,000 for so-called distress situations and when Congress convenes in January it should—and perhaps will—increase the fund over which the President has discretionary control.

The President should be urged to act and he should be supported in action to help the housing credit situation through FNMA action and Veterans Administration mortgages. The time for action is now.

The housing problem is a broad one and requires remedies on several fronts. Space does not permit detailed discussion of the whole housing problem. The relief which can be afforded through FNMA V. A. mortgages is an immediate one and a step which should be taken without delay.

EASTERN CONFERENCE SESSION HAILS GAIN OF 30,000 MEMBERS!

AN INCREASE of more than 30,000 members in the Eastern Conference of Teamsters was reported by Thomas E. Flynn, chairman, at the annual meeting of the conference in Washington in late October.

Five hundred delegates representing local unions and joint councils from the Carolinas in the South to the Eastern Provinces of Canada were represented in the annual sessions October 25 and 26 at the Mayflower Hotel in Washington, D. C. The two-day sessions were preceded by a series of policy committee meetings of the 12 trade divisions of the conference.

General President Dave Beck,

General Secretary - Treasurer John F. English, Vice President Einar Mohn, General Counsel J. Albert Woll were among the principal speakers at the general sessions which were presided over by Chairman Flynn.

Present also for short remarks were Vice Presidents James R. Hoffa, chairman of the Central Conference of Teamsters; Vice Presidents Thomas L. Hickey, New York City; Harry Tevis, Pittsburgh, Pa.; John T. O'Brien, Chicago, and Sidney E. Brennan, Minneapolis, Minn.

The Executive Board members were up for reelection and all were reelected with one exception. Martin T. Lacey, New York City, an-

nounced that he was not a candidate for another term. John J. O'Rourke, also of New York, was elected to fill the vacancy.

Other members of the Board elected included: Joseph Trerotola, secretary-treasurer; John J. Conlin, vice chairman; Timothy M. Collins, recording secretary; Thomas L. Hickey and Harry Tevis, board members.

The chairman of the board is the conference chairman, Mr. Flynn. At the close of the opening general session General President Beck, pursuant to his constitutional duty to name the area conference chairman, appointed Mr. Flynn for another term. The reappointment was widely acclaimed by the delegates.

Highlight of the 1956 conference was the annual report submitted by the chairman and spelling out the achievements of the various divisions. The trade divisions of the conference include:

- Automotive—Robert McQuarrie, chairman; Henry J. Twitchin, secretary.
- Bakery—Joseph Clark, chairman; Thomas Carroll, secretary.
- Brewery & Soft Drinks—Louis Lanni, chairman; John Hoh, secretary.
- Building & Construction—John J. O'Rourke, chairman; Frank McMorro, secretary.
- Cannery & Frozen Food—Dale Carson, chairman; Thomas Kenney, secretary.
- Chauffeurs (Taxis & Funeral Car Drivers)—Charles Fels, chairman; LeRoy Griffin, secretary.
- Dairy Employees—John Backhus, chairman; Lawrence McGinley, secretary.
- Laundry & Dry Cleaning—Albert McCullugh, chairman; James Stoltz, secretary.
- Miscellaneous — Thomas Fagan, chairman; John J. DeLury, secretary.
- Over - the - Road & General Hauling — Rocco DePerno, chairman; Chester Fitzpatrick, secretary.
- Warehouse & Produce—Dennis V. Crotty, chairman; John J. Greeley, secretary.

Achievements of the conference during the past year as reported by

Photo below shows the delegates listening to the general president at the opening session.



Flynn were recounted on both an area and a trade diffusion basis.

A new organization drive in the Carolinas has expanded Teamster activities to cover more than interstate and over-the-road carriers. Agreements have been signed with 25 newly organized companies and the result of the efforts in the Carolinas, according to the report, is that "... we now have hundreds of new members employed by intra-state carriers, linen supply drivers, workers in dairies, warehouses, and in other branches of our craft."

The so-called "right-to-work" law has been a stumbling block to organization in the state of Virginia. Organization work is getting under way in cooperation with Joint Council 83 with funds provided locally and by the conference and matched by the International.

WEST VIRGINIA PROGRAM

No right-to-work law hampers obstacles in West Virginia, but the path to Teamster organization is by no means easy, Flynn reported. An organization program under a full time director is under way with the locals providing funds and these have been matched by the International. Locals affiliated with Joint Council 84 are coordinating their efforts in an all-out campaign.

Two important developments in West Virginia make the problem here somewhat different from that in most states, the conference said. A tremendous industrial development is under way and this indicates great potentialities for mem-



Vice President Einar Mohn (left) holds informal platform conference with Conference Secretary-Treasurer Joseph Trerotola.

bership. On the other hand, in this state is the strongly entrenched United Mine Workers' Union which is expanding its activities on a general industrial union type of base.

A coordinated program is under way in the Washington, D. C.-Baltimore, Md., area with the two joint councils cooperating—No. 55 in Washington and 62 in Baltimore. The nation's capital has been an underorganized area and the deficit on all fronts is being given attention in weekly meetings and special efforts. The Baltimore joint council has a somewhat different, though related problem and is working closely with the Washington Teamsters.

SPECTACULAR EFFORT

One of the more spectacular intensified area efforts is underway in Philadelphia. This drive has been fully reported in text and pictures in previous issues of THE INTERNA-

TIONAL TEAMSTER. Unions in that area, working with Joint Council 53 and a full time director of organization raised \$100,000 and this sum was matched by the International. The Eastern Conference reports promising prospects as a result of this stepped-up drive in the Philadelphia area.

One of the major developments in the New York area is the pact consummated in the New York-New Jersey Metropolitan.

Progress is underway in the northern sections of the conference area, officials report. In Maine a drive is under way with Local 340 with funds put up on a matching basis by the local union and the International.

PROGRESS IN CANADA

In Canada the area in the Eastern Conference jurisdiction in which is the greatest industrial expansion is in the St. Lawrence Valley. The Montreal area is undergoing substantial progress in city cartage services (drivers and dairy employees) as well as in other classifications. In the Maritimes organization difficulties have prevented the rapid growth hoped for, but it is believed that in 1957 these areas also will show a healthy expansion in Teamster membership.

Area progress is usually based on coordinated efforts through several locals or through a joint council operation. In addition to area progress the conference reported advances by trade divisions.



Brewery problems are discussed in a policy meeting. Left to right—Frances Edwards and Joseph McCann of the Eastern Conference staff, Louis Lanni, Philadelphia, Pa., and John Hoh, New York City.



John J. Greeley, standing, secretary of Eastern Conference Warehouse & Produce Division, addresses trade division's policy committee. At his right is Dennis Crotty, division secretary, and to his left are Sam Baron, field director, National Warehouse Division, Washington, D. C.; Charles Bubb, Albany, N. Y., and Charles Diguardo, Baltimore, Md. In left center of photo may be seen Joseph Konowe, New York City, and to his left is Lewis C. Harkins, director, National Cannery Division.

Automotive Division: progress is reported in this division with the Teamster-Machinist mutual aid pact playing a strong part. The conference, while reporting gains, says that "... the potential membership in the automotive industry has not been fully tapped in many areas."

Bakery: in this division a major problem is the decline of the wholesale bread routes due to the increase in the practice of supermarkets and big chains handling their own baked goods. The Baltimore area is a current organization target for this division. In Erie, Pa., 200 bakery sales drivers were organized

by one local and work is going on in West Virginia, Albany, N. Y., and Richmond, Va.

Brewery & Soft Drink Workers: most of the organizational gains in this division were made in the Metropolitan New York-New Jersey area. In this section a long-term area-wide agreement with Coca Cola was negotiated, said to be one of the finest soft drink pacts in the country. Other bright spots for this division have been Albany, N. Y., and Philadelphia, Pa.

Building & Construction: highlight of the year for this division was the passage of the Federal interstate highway construction program by Congress. This division

cooperated with the International headquarters in the Four-Way Pact (Teamsters, Carpenters, Laborers and Operating Engineers). See page 9 for description of procedures under provisions of the Davis-Bacon Act.

Cannery & Frozen Foods: this division worked closely with the national Teamster-Butcher committee, operating under a joint agreement of the Teamsters and Meat Cutters. The Eastern Shore of Maryland has been a prime target and progress in several areas of Maryland was reported. Organization also went forward in Brockport, N. Y., where an

(Continued on page 32)



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General Secretary-Treasurer



J. ALBERT WOLL
General Counsel



HARRY TEVIS
Vice President, Pittsburgh, Pa



THOMAS L. HICKEY
Vice President, New York City

Teamsters Developing Program To Assure Full Davis-Bacon Act Enforcement in Highway Program

LOCALS ALERTED ON WAGE PROCEDURE

NEXT year will mark the big-scale start of the nation's gigantic Federal interstate highway construction program. The construction operation was approved in the last session of Congress when a bill providing for a \$33 billion long-range program was approved.

Teamsters were active as a union and as members of the Four-Way Pact in fighting for the inclusion in the highway bill of prevailing wage protections. These protections, known as Davis-Bacon provisions, insofar as labor is concerned are the heart of the bill.

During the protracted consideration on Capitol Hill representatives of the Four-Way Pact were able to inform the members of Congress as to the implications of including or excluding wage protections. Members of the pact include the unions which are principally concerned with heavy and highway construction: the Teamsters, International Union of Operating Engineers, Laborers' International Union and the Carpenters' International Union. The first three unions are those which are primarily concerned with construction in the highway program.

FREQUENT MEETINGS HELD

Frequent meetings are held by representatives of the Four-Way Pact in order that the fundamental aims of the agreement can be carried out properly and in seeing that the Davis-Bacon provisions are lived up to in the program.

The International Brotherhood of Teamsters is developing a direct and continuing relationship with the Department of Labor and the construction locals. Wage determinations are made on the basis of area practice and the prevailing wage in the area. These determinations are made in the Wage Determination Division of the Solicitor's Office, U. S. Department of Labor.

The Labor Department bases its determinations on evidence before it. This procedure means that a special responsibility is placed upon labor unions whose members are directly employed in the highway construction industry.

EVIDENCE FROM FIELD

A wage determination cannot be made on a fair and complete basis unless the Department of Labor has evidence and that evidence can come only from the field. It is the intention of the National Division of Building Material & Construction Drivers to see that the best and fairest possible determinations are made, reports Harold Thirion, nation division director. Mr. Thirion is working closely with the Department of Labor every day in the interest of proper determinations.

The importance of developing complete and valid evidence of area practice and prevailing wages for the consideration of the Department cannot be overestimated, it is pointed out. When the highway law was in Congress much opposition during the debates was centered

against the prevailing wage sections. It was said by the opposition that the matter of prevailing wages should be left to the determination by the states since the state officials knew best the conditions in their areas.

Leaving the determination of wages to the states would be a backward step in the onward advance of decent earnings for construction workers, advocates of the prevailing wage program assert. Many state officials are unsympathetic toward organized labor and its aims to achieve decent wages.

USE CARE IN CASES

This attitude plus the general reluctance for local officials to go along with decent prevailing wages makes it imperative that the best possible case be made for good wages. Unless unions use care and completeness in providing data, the minimum wage in construction can become the prevailing wage. Once a prevailing wage is determined, it is often difficult to effect an amendment upward. It is easier to marshal facts and figures for a strong case to begin with in getting an established wage set at the proper level than it is to undo a wrong which may have been done.

Construction local unions and mixed locals with construction drivers are being alerted on this highway program and are asked to keep in touch with the International Headquarters. A more efficient and effective job can be done by working directly through the International which in turn works with the Labor Department than can be done by local unions working with the state highway officials or regional attorneys.

The National Division at Headquarters also is in touch with the Bureau of Public Roads and knows what projects are "on the boards" and what ones are about to be the subject of wage determination. In order to be successful a case of vigilance is necessary on the part of the local unions and the Headquarters officials, Thirion says. He is asking the cooperation of all local unions in the endeavor to develop wage determination evidence.

EDITORIALS

Danger on the Waterfront

The brief cessation of work on the docks may be over, but some of the lessons of the period are by no means concluded. At least we should have some searching second thoughts as the result of certain activities during the recent dock tie-up.

When the International Longshoremen's Association tied up the docks, they were exerting an economic force to implement their demands for better wages and conditions. This action was a traditional one in the industry and anyone familiar with the economics of the maritime industry knows exactly what was happening.

The exertion of economic force over a wide area should be no surprise. Many unions have area wide and even national agreements—United Auto Workers, Machinists, Teamsters, and others. The ILA was merely following orthodox trade union practices.

During the strike, however, another factor, unforeseen by some, was injected into an already critical situation. When the ILA was exerting its economic weapon in its geographic areas, along comes Harry Bridges on the West Coast and—what should have been to the surprise of no one—offers “sympathetically” to hold a one-day work cessation in his area in order to help the ILA.

The first apparent result was the temporary halt on shipping on the West Coast. That was the immediate and, to many, the only effect. But to those of us who know the facts of the economic power play and strategy in which Mr. Bridges is by no means an amateur, the facts were far more than a sympathetic one-day work stoppage.

To those of us who know the score of labor relations in the docking industry, and particularly in the ways and means of the West Coast industry, the Bridges action should have been a red flag to employers and labor alike in every labor union in the United States. Bridges is not a man who looks at only the immediate effects of his political, tactical or economic actions. He has the long view and let no one underestimate him!

What does this mean at this particular juncture in world history? Despite the tremendous progress which has been made by air transport and air travel, no one should forget that our seaports are vital to our economic existence. Strangle our ports and you go far toward strangling the nation. The forces which control the seaports of the nation can exercise amazingly forceful leverage on the health and very life of the nation.

No one knows this fact better than Harry Bridges. How do you think he got to where he is on the West Coast unless he realized the value of controlling the ports?

What does this mean in terms of the troubled times in which we live? The world is in ferment. The Middle East could, if our world diplomats fumble, become the

tinder box for World War III. With the Suez Canal blocked for months, the use of tankers for oil for industry becomes even more important than heretofore.

And here is where we stand: We are witnessing a new step by Bridges—a step that could conceivably lead to his becoming the dominant force in the longshore industry in America with a real strangle-hold on *both* coasts. Those who know Bridges and are familiar with his conduct in the past, which has too often appeared to parallel the party line, know what this could mean. And if any interested observers do any hard thinking, what this means should keep them awake at night.

It is one thing to point fingers and hold up our hands in real or feigned horror about racketeering in the longshore industry—and it should be emphasized that the Teamsters are against racketeering any place—and another to stand by and see the important docking industry taken over by those whose aspirations we may well have reason to fear.

And speaking of racketeering charges on the waterfront, we have been suggesting for the last two years that agencies of the Government prosecute those who are claimed to be law violators. Let public agencies and others get this question settled and stop penalizing the man who has to work on the waterfront.

The dock strike points up a very important fact about area-wide agreements concerning which the public should be fully aware. For years Harry Bridges has had a coastwise contract—recognized by the Government—with West Coast employers. Why should employers and others raise their hands in holy horror at the thought of an area agreement by the Longshoremen on the East and Gulf Coasts? Are we to have one rule for Bridges and another for the ILA? What entitles Bridges to preferential treatment?

The dock stoppages show once again that cessation of work on the waterfront causes a loss of employment for the Teamsters and financial loss to their employers all the way across the country.

The impact of the cessation emphasizes once again the necessity and soundness in self-preservation for a working agreement with the Longshoremen in the interest of protecting the jobs and security of our people. We will not stand idly by and see Teamsters put out of work due to a situation in which we have no voice.

The loyalty, patriotism and Americanism of the International Brotherhood of Teamsters have never been questioned. I reiterate that the welfare of our membership and the continuity of their employment and the protection of their family's income demand that we have an understanding and develop a working program with the Longshoremen instead of letting some force move into the picture which could have effects which no responsible leader in the trade union movement or in the shipping industry can afford to contemplate.

Teamsters have constantly warned about the importance of the longshore industry and this warning should certainly be remembered now. The ILA strike may be over by now, but we should not forget the Bridges chapter in the recent situation. Bridges certainly will not forget it, nor will he stop with a "sympathetic" one-day work holiday, which may be merely the first step in another power play that, in our opinion, could be disastrous to America.

It's about time that we became a bit more realistic about the longshore situation. The time for re-thinking is now, before it is too late!

Transport Workers Attention

Two important developments have taken place in recent weeks which illustrate the increasing attention being directed toward the welfare of transport workers of the world. Both actions were under the auspices of the International Labor Organization.

In one action nine countries signed a European convention on social security for workers on highway, river, lake, railway and airline transportation. The convention covers sickness, maternity care, occupational diseases, accidents and death.

In the other action legal experts of several countries, including our own, have under consideration steps which might be taken to protect employed drivers and attendants engaged in road transportation against civil law claims growing out of their employment.

The experts point out a fact obvious to all in the transport industries that "... transport operations, by their very nature, involve risk of injury to persons and damage to property which is exceptional."

In some countries the driver may be made responsible for accidents resulting from defects in the vehicle driven by him. It is interesting to note that in connection with its studies the group is considering the importance of model contracts of employment, legislation and insurance programs.

These two actions vitally affecting many road drivers and other transport workers of the world emphasize several matters which might be well to restate. In the first place, studies by the ILO indicate the growing importance of road drivers and the motor transport industry. In the second place, the studies indicate a sense of responsibility on the part of society as a whole and governments in particular to the welfare and safety of transport workers.

Thirdly, by bringing into focus needs of drivers which are not met now in many countries, but which are covered in the United States, the ILO is indirectly pointing out the value of economic and social advances won through unionism.

American union members in the transport industries—rail and airline as well as trucking—should not be smug and complacent about their advances in wages, hours and conditions. The fact that in the important transport industries of the world others are in dire need of protection only serves to emphasize the

difference in progress throughout the world. Such a fact should serve to stimulate efforts on the part of all—the transport industries, governments and the workers' representatives—to bring all workers up to a high level of decent protection clear across the board.

This further emphasizes the necessity of our active participation in the International Transportworkers Federation.

Holiday Reminder

Joseph Lewis, secretary-treasurer of the Union Label & Service Trades Department, reminds us that all buyers should bear in mind the importance of making this a "union label Christmas."

Buying union and buying by the label is not a seasonal affair, but a year round effort which the Union Label Department and others carry forward on a wide front. But the holidays do emphasize the opportunities for buyers to be a bit more alert than usual to the value of the label.

We might add a word of our own in this respect. Not only should the housewife buy label, but she should have it delivered—union delivered that is.

The Alaska Challenge

America faces a great challenge in our Far North outpost—Alaska.

We have been talking about statehood for Alaska for a long time and many of us familiar with the problems of the Northwest know that behind the difficulties of advancement in Alaska lie many problems, largely economic.

The location of Alaska with relation to Russian territory should be a fact of tremendous diplomatic importance to our Government. Alaska is on air routes to the East and American building tradesmen today are working within 60 miles of Russia.

The great hope for Alaska is settlement and stepped up economic development. But how is this to come about. The Territory will not develop to its full extent when citizens have to pay a dollar for a couple of eggs and three dollars for haircuts.

One of the answers to development is lowered transportation costs. It is expensive to haul freight into Alaska and since so much of the consumer goods for the Territory have to be hauled in, prices are high.

The basic answer to this problem—and this is a matter for military, strategic and diplomatic consideration—is cheaper transportation. By the very facts of transport costs, there appears no way of private industry lowering costs to any appreciable degree.

The Government should give serious thought to transport subsidies of land, sea and air transport into the Territory. By subsidizing transportation of goods to Alaska, we will go far in lowering costs of consumer and other goods. By lowering costs, we will see development and settlement speeded up.

SHOW BUSINESS SANTAS

*Every Year, Stars of Stage and Screen
Go Overseas to Spread Entertainment
Cheer Among Members of Armed Forces*

THIS Christmas, as in all yuletides since 1941, professional entertainers will fan out to remote U. S. military installations all over the world. They will bring a home-tie and morale-boosting Christmas entertainment to thousands of soldiers, sailors and airmen whose duties as guardians of the nation's safety keeps them from their homes and families.

The Defense Department spends close to a half a million dollars a year in providing diversion to troops, primarily those serving abroad. This activity is carried on by the Armed Forces Professional Entertainment Program, which then works with the civilian U.S.O-Camp Shows, Inc., which is supported by your contributions to the Community Chests



New Year's Eve at Ashiya, Japan, Air Force Base sees 1,400 officers and men jammed into a hangar to watch Hollywood funnyman Roscoe Ates and a cast of pretty girls (stateside style). The stage is a flatbed truck but the show is a link with "home."



and Councils. U.S.O. - C.S. has spent an average million per year or better for the past five years.

All through the year, as many as 30 different groups tour camps all over the world, giving performances at the remotest installations. From last May to November, for example,

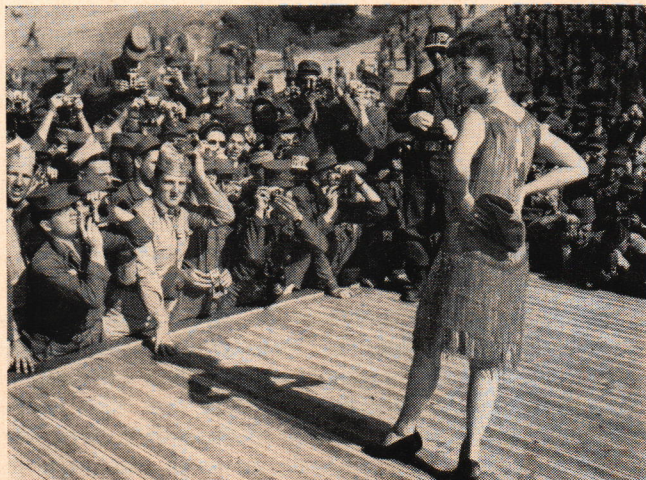
26 groups of volunteer performers gave free shows and 12 regular U.S.O.-C.S. standard paid units covered all the U. S. commands with a total of 614 performers.

The money is probably the best-spent of all Defense Department allocations. Entertainment is a pow-

Enough of the Second Division to win a minor war are gathered on this Korean hillside to watch Marilyn Monroe, star of the USO-Camp Show "Anything Goes," perform. "The house" was 18,000!



Cameras can be come by cheaply when you're in the service and here virtually every GI has one trained on Debbie Reynolds as she appears in a USO-Camp Show in "The Kimchi Bowl" in Korea.

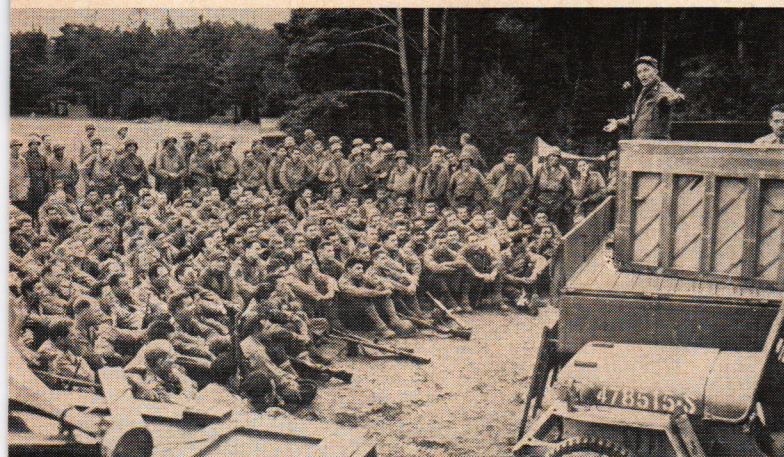


erful medicine to prevent mental distress and other, related, more physical sicknesses. It is more important in peacetime with its countless long days of routine boredom than it is in wartime when the pressures of battle keep hands and minds busy. Entertainment for troops goes as far back into history as written records extend. Many "camp shows" when Alexander the

Great was on campaigns were given by his soldiers themselves. No matter how crude, men living alone in barracks must have some diversion.

Only the best has sufficed for American fighting men. During World War I, many performers made the perilous Atlantic crossing to bring entertainment to the doughboys in embattled France. Among them were Elsie Janis, Irving Ber-

lin, George M. Cohan and Mary Pickford. In World War II, the number was too great to even begin to list. With global war had evolved global airplanes and top-flight performers trekked over the far-flung establishments, giving shows in snowy pastures, steam-heated jungles, hospitals, even right behind the battle lines where air raids were imminent. Many suffered great hard-



Back in World War II, Bing Crosby (above), Dinah Shore and other artists entertained troops. Since 1941, more than 225 million servicemen have witnessed (one or more) USO-Camp Shows.



The take-off from Burbank of last year's troupe headed for remote bases in Europe, Newfoundland and Greenland. They gave up Christmas at home to bring cheer to isolated men.



Left: Performers in the field are dressed exactly as their serviceman audience to fight rigors of the climate. Here actress Jan Sterling has real difficulty in shedding huge GI shoe pack.

Below: Many performances, especially in hospitals, are before small audiences where the servicemen feel a close affinity to the performers. Here a group "Grandpa Jones and His Grandchildren" play.



ships, some suffered injuries, and 37 gave their lives.

There have been, since the inception of the program in 1941, 448,051 performances held in 42 foreign countries and in the U. S. at which the combined audience has been the astounding 225,885,000 servicemen.

During World War II, the services vied with each other for performers' services and, to protect itself, the motion picture industry established the Hollywood Coordinating Committee. This has now been disbanded since the establishment of a central office in which all services are represented.

The world is carved into seven areas, or "commands" to which entertainers are allocated by the office on basis of need. Far Eastern Command embraces Korea, Japan and Okinawa. Pacific Command is headquartered in Honolulu and covers Guam, Philippine Islands and Formosa along with other, smaller,

Pacific installations. Alaskan Command covers just that and the North East Air Command includes Greenland, Newfoundland, Labrador, Baffin Island. European Command is all of the continent, North Africa and the Middle East. The Caribbean Command includes Canal Zone, Cuba, Puerto Rico and Trinidad. The Military Air Transport Service command includes Iceland, Prestwick, Scotland, Azores and Bermuda.

The special emphasis on a Christmas program was begun in '51 when four units with 100 entertainers went out. In '52 and '53 this went to six units. In '54, because of con-

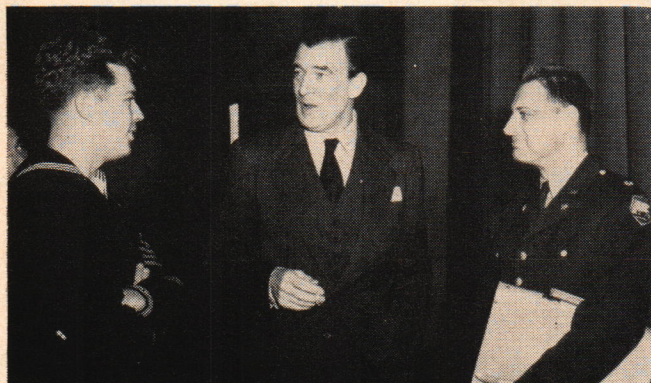
Ann Blyth, a veteran contributor to the overseas entertainment program for those in the armed services, is interviewed as she arrives at one of many destinations.



The stuttering Roscoe Ates convulses a WAC from Portland, Oregon, in a performance at an open air theater in Okinawa.



Walter Pidgeon, one of Hollywood's stalwarts, has made countless trips abroad over the years to entertain the troops.



A crowd of rapt servicemen surrounds Bob Hope during one of his countless visits to the theaters of action over the globe.



ditions, only five units went out; the Canal Zone lost out on a priority basis. Last year seven units went out (two to the Far East Command). This year, because of the unsettled condition of world affairs, the allocation of entertainers is in doubt.

Television has had its effect on the

program, too. Before TV, winter-time was, over-all, a "dead season" for entertainers. Movies scheduled shooting for better weather and night clubs looked at fields of white tablecloths as bad weather deterred customers. Now TV demands deluges of talent and, when the call comes, the ones on the way up have

to be handy to the call. Those "headliners" in demand as masters of ceremonies depend on high-paid TV appearances to a greater extent than ever before, taxes being what they are. Consequently, U.S.O.-Camp Shows scours the country for good acts; not necessarily "headliners."

The drama of wartime entertainment is captured in this outstanding photo. In the foreground, an energetic performer with USO-Camp Shows entertains convalescent men in a field hospital while, in the background, wearing surgical masks, medical attendants motion a cameraman aside as a patient is moved from the operating room.



A mutual-assistance pact has also been concluded with the State Department, which sends a Cultural Presentation Program overseas. The Defense Department provides transportation wherever feasible in return for performances (or entrance to regular performances) of such units as the Westminster Choir, Benny Goodman's Orchestra, "Oklahoma!," Louis Armstrong, symphonies and ballet groups, sent primarily for foreign civilians.



Miss Bernadine Slivinsky of the Mail and Records Section points to the Teamster union label on a vending machine in the International Headquarters building.

VENDING MACHINES KEEP COINS COMING!

MERCHANDISING through vending machine is continuing its phenomenal advance in the American economy and taking an increased share of the consumer's dollar for a wide variety of items. Not only is vending through automatic machines growing in volume in such standard items as cigarettes, candy and soft drinks, but new products are showing steady growth.

The principal trends in the vending machine sales, according to the National Miscellaneous Conference of the Teamsters, are:

1. The trend is up with a national volume this year of \$2 billion estimated by the automatic merchandising industry.
2. Expansion of the vending operations is proceeding with new emphasis being given for sales at supermarkets and other situations which will have a profound effect on the labor picture.
3. Teamsters must redouble their efforts to protect their jurisdiction in the servicing of vending machine operations.

The National Miscellaneous Conference in 1955 inaugurated a system of using vending machine stamps affixed in plain sight on the face of the equipment. During the first year approximately 100,000 stamps were used. In 1956 the total will top the 250,000 mark and next year, predicts William B. Griffin, director of the National Miscellaneous Conference, the total will greatly exceed the '56 mark.



The above photo is a closeup of the Teamster union service label and the Machinists' union label affixed to the vending machine pictured on this page.

One of the important new trends in the vending machine operation is the use of this equipment for dispensing food at supermarkets in off hours. The retail food trade press has contained numerous articles in recent months forecasting tremendous growth in the use of automatic merchandising equipment at supermarkets for operation before and after regular store hours. Some of the more enterprising of the automatic merchandisers are predicting that new machines are on the line which will make it possible for a customer to get hot rolls or doughnuts and freshly baked bread early in the morning, long before the store opens. At the present time the trend in milk vending is increasing. The combination of selling milk, fresh bread and rolls at vending stations will spell disaster to many independent operators and in turn will vitally affect deliveries of milk and bread as handled by Teamster locals in these industries.

One of the newer developments which have caused some disturbance in the milk distribution industry, especially insofar as Teamsters are concerned, is the increased use of vendors. The pioneer milk vendors sold milk only in containers. Now vendors are being used which dispense bulk milk by the cup in an effort to get the consumers who want to stop and refresh themselves with something besides a cola drink or coffee. These bulk milk dispensers are bound to grow, according to forecasts by the trade press in the milk distribution industry.

Recently a leading publication in the milk distribution field reprinted a series of articles it had published on the use of milk vending machines to increase volume. The topics of some of these articles indicate the trend: "Vendor Doubles High School Milk Consumption"; "Vending Machines Build Milk Sales at State Fairs"; "Outdoor Vending Increases Milk Sales"; "Vending Milk to College Students"; "Vending Experiments Test Milk Popularity"; "Automatic Vending Opens Outlets and Boosts Volume"; "Distributing Through Automatic Dairies"; "Vending Machines—An Opportunity for New Milk Sales"; "Availability Means Sell-Ability"; "Highest

Vending Sales Ever," and many others.

In addition to the possible use of machines at supermarkets and the increased use of machines for milk sales, a substantial slice of the institutional feeding dollar will be devoted to vending. Many plants, factories, organizations, offices, etc., are installing batteries of vending machines for dispensing hot and cold foods, drinks, etc. Hot soups and hot coffee, as well as a wide array of cold dishes and sandwiches, are being made available through machines. Such installations mean that factories can operate food services for employees with a minimum of cost.

In many situations the vending operations is not even run by the plant, but is a concession. The concession is run by a manager and is serviced by a regular food service. Several factors are contributing to the tremendous growth of institutional feeding through vending operations. The ingenious engineers of the industry are devising new and improved ways of making the machines do everything but cook your eggs the way you want them. As electronic controls advance, the vending machine industry harnesses these advances and improves its products.

The constant campaign by health officials, nutrition experts and others on the necessity of a well-rounded diet is contributing toward the use of more vending machines which can give a balanced meal. The economies offered by machine operation through displacing labor are also strong factors in the growth of machines.

Factories which operate around the clock can have machines installed which are always operative and which do not require a staff of kitchen and catering employees.

What does all this mean to Teamsters?

In the first place, Teamsters are among the first to realize that the vending machine is not a passing fad, but is here to stay and play an important role in the American distribution picture. Since vendors are here to stay, Teamsters are learning

(Continued on page 32)

SBA SETS UP SPECIAL SECTION FOR TRUCKERS

A NEW section has been established within the Small Business Administration to afford relief to the trucking industry in obtaining loans. This step and others were outlined by Wendell B. Barnes, Administrator, Small Business Administration.

PRESIDENT ACTS

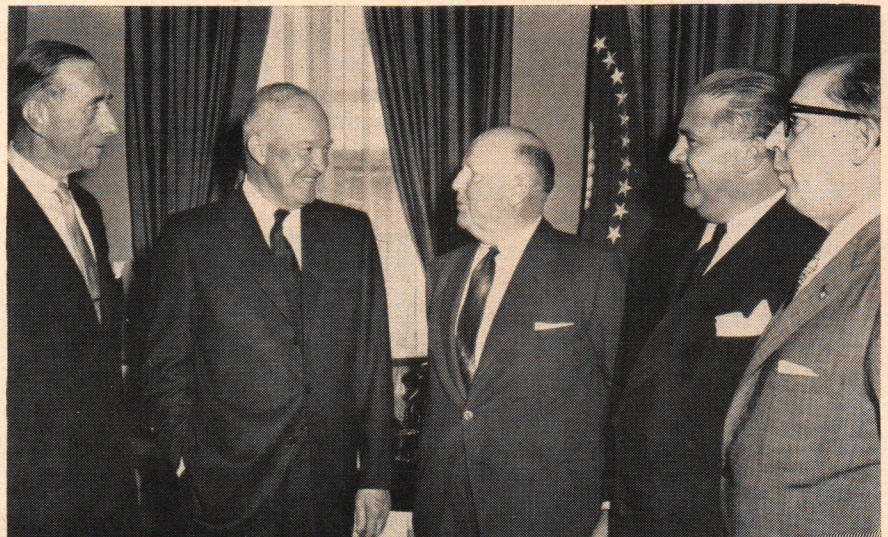
Action by the SBA followed a meeting directed by President Eisenhower. General President Dave Beck, chairman, Independent Advisory Committee to the Trucking Industry, and a group from the ACT called on the President on October 12. Mr. Eisenhower directed Governor Sherman Adams, Presidential Assistant, to call a meeting and get some action on the ACT request.

The session over which Mr. Adams presided met October 19 and this was followed by action by Administrator Barnes and his associates.

Attending the meeting in addition to General President Beck were: Administrator Barnes; Secretary of Commerce Sinclair Weeks; Dr. Arthur F. Burns, chairman, Council of Economic Advisers to the President; Gerald D. Morgan, special counsel to the President; B. M. Seymour, president, Associated Transport, Inc.; Roy Fruehauf, president, Fruehauf Trailer Company; Walter F. Carey, board chairman, American Trucking Associations; Arthur D. Condon, general counsel to ACT; Edwin J. McGrath, president, Fruehauf Trailer Finance Company; Edward Kiley, director of Research, American Trucking Associations, and William M. Graham of the American Trucking Associations.

RELEASE SHOWN

For the information of the membership the complete release as issued by the White House appears at right.



REPORTING TO THE PRESIDENT are representatives from ACT—the Independent Advisory Committee on the Trucking Industry. Left to right—Arthur Condon, committee counsel; President Eisenhower; General President Dave Beck, ACT chairman; Roy Fruehauf, chairman, Fruehauf Trailer Company, and Bert M. Seymour, president of Associated Transport. At this meeting the President instructed his staff to hold a meeting and get some action to assist the trucking industry. The results of the meeting are shown on the facing page in the White House release.

OCTOBER 23, 1956.

FOR IMMEDIATE RELEASE

James C. Hagerty, Press Secretary to the President

THE WHITE HOUSE

The following letter was received by the President today from Wendell B. Barnes, Administrator of the Small Business Administration. It reports on developments from a White House Conference held on October 19, 1956 concerning problems of small trucking firms in obtaining business loans:

My Dear Mr. President:

This report is to inform you of action taken by me, as Administrator of the Small Business Administration, pursuant to the discussion you recently had with Mr. Dave Beck, Chairman, Independent Advisory Committee to the Trucking Industry, other officers of the Committee, and me on problems of small trucking firms in obtaining loans to meet the growing demand for their services.

I have established a section within the Small Business Administration to develop criteria which will serve as a basis for small trucking firms to obtain credit from banks and other private lenders and from the Small Business Administration when necessary to supplement private sources.

Financial specialists in each of the forty field offices of the Small Business Administration have been designated to specialize in financial problems of the trucking industry. Small truckers comprise 98 per cent of the companies engaged in the industry.

To help pave the way for Small Business Administration loans to trucking firms in cases where credit from private sources is not obtainable, I have amended this Agency's size standard for trucking firm applications. Truckers with gross annual business under \$2 million will be eligible as small business to apply for financial assistance. Truckers with gross business of over \$5 million will be in-eligible. For truckers with gross annual business between \$2 million and \$5 million, applications will be considered on the basis of economic factors involved in each application, including the nature of the business, routes used, certificates, type of equipment, to what extent competition would be increased or decreased if the loan is granted, and to what extent the applicant competes with other forms of transportation.

The Small Business Administration is studying a proposal for a Federal law to provide for recording of liens on trucking equipment. Spokesmen for the industry said that such a law would overcome a serious handicap in application of truckers for financing.

With these actions already taken in accordance with your concern for the welfare of the trucking industry, Mr. President, the Small Business Administration will act expeditiously to assist small trucking firms in solving the financial problems peculiar to this comparatively young but growing and vitally important industry.

Respectfully yours,

Wendell B. Barnes, Administrator

TEAMWORK PAYS OFF

When government lending policies began imposing an increasing hardship on the trucking industry, the Independent Advisory Committee to the Trucking Industry—which General President Dave Beck serves as chairman—took the issue straight to President Eisenhower. This release shows the result. Obviously, the highest officials in government are impressed by the union-industry teamwork this committee represents.

TEAMSTER RESEARCHERS HOLD TWO-DAY SESSION

HOW research can be an effective tool in advancing the Teamster program was the theme of a two-day annual conference of the research directors of local unions, joint councils, and area conferences. The sessions were held at International Headquarters November 15 and 16 with 30 economists and research experts from all parts of the country present.

Abraham Weiss, research director of the International, was chairman of the conference.

Ewan Clague, chief, Bureau of Labor Statistics, Department of Labor, addressed the opening session. Mr. Clague displayed a number of economic trend charts to underscore his remarks on activities relating to the health of the national economy. Mr. Clague also reviewed the services and publications of the bureau in his remarks.

Dave Kaplan, president, Economics of Distribution Foundation, Inc., spoke of the role of the economics of distribution in the present economy and the impact on union men and women.

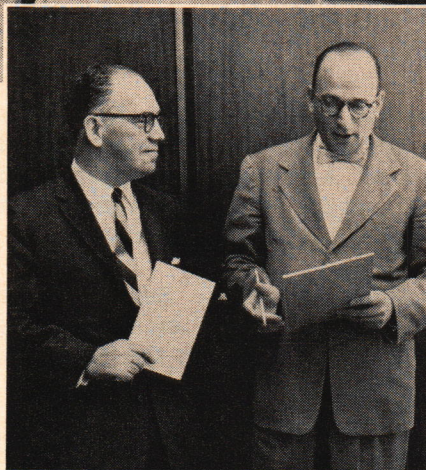
Dave Previant, counsel for the Central Conference of Teamsters, spoke on "Collective Bargaining Issues and Problems." In his talk he discussed the "hot cargo" clause doctrine, the problem of the owner-operator, and long term union contracts.

Following Previant's discussion the researchers discussed problems and opportunities in the area-wide type of Teamster agreement in a discussion led by Robert L. Graham, assistant to Vice President Einar O. Mohn. Graham is a former secretary of the Western Conference of Teamsters.

During the second of the two-day conference sessions Stanley Ruttenberg, Director of Research for the American Federation of Labor and



ABOVE — Dave Kaplan, president, Economics of Distribution Foundation, Inc., leads a research conference discussion. At Mr. Kaplan's left is Abraham Weiss, head of Teamster Research Department and conference chairman, and Cesare Poloni, trade union intern from Italy. Left, Don O'Reilly, Seattle.



LEFT are two conference speakers. Dave Previant, left, counsel for the Central Conference of Teamsters, and Stanley Ruttenberg, AFL-CIO research director.

Congress of Industrial Organizations, discussed the movement for shorter hours on the part of unionized workers.

This discussion included Ruttenberg as the speaker and three panel participants: Walter Briem, Joint

Council 28, Seattle, Wash.; Dave Salmon, Central Conference of Teamsters, St. Louis, Mo., and Frank Murtha, Southern Conference of Teamsters, Nashville, Tenn.

Pension plans of area conferences
(Continued on page 29)



Robert L. Graham speaks on area-wide contract problems. Walter H. Briem, Seattle, Wash., is shown in foreground.



Walter Briem, Seattle, Wash., (left) and Catherine Sullivan, St. Louis, delegates at the two-day conference.



AT CONFERENCE TABLE are Edward J. Loehr, Collinsville, Ill.; Duane Johnson, Detroit, Mich., and Frank Murtha, Nashville, Tenn. Seated near wall are Jacques Drumez, France, and Valerio Bianco, Italy, trade union interns, and Don Vander Kelen, Green Bay, Wis.



SPEAKER at the opening session was Ewan Clague, director, Bureau of Labor Statistics, Department of Labor, shown pointing to one of charts he used in his address.



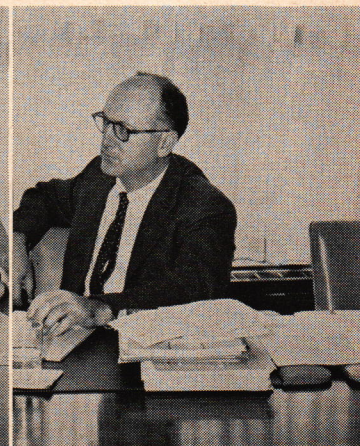
LEFT TO RIGHT—Ernest Calloway, St. Louis; Norma Sinclair, Toronto; Wendell Ables, Robert Matheney and William Curtin, Washington, D. C.



Two West Coast delegates to the conference—Harry Polland, San Francisco, Calif., and Henry E. Spiller, Los Angeles, Calif.



Charles O. Cross, Los Angeles, Calif., and John Hughes, administrator of the Western Conference of Teamsters' Pension Program.



Harry Berns, Indianapolis, Indiana, representing the Indiana Conference of Teamsters, part of the Central Conference.

*Election Post-Mortem: GOP
Must Move Fast to Catch up with
Eisenhower's 'Modern Republicanism'*

VOTERS LIKE IKE AND DEMOCRATS, TOO!

A REPUBLICAN President for another four years and a Democratic Congress for the next two years, at least, are in store for the American people as the result of the national elections of last month.

President Dwight D. Eisenhower won an overwhelming vote of confidence from the American people and carried 41 states. The electoral vote was 457 to 74 for his opponent, Adlai E. Stevenson, Democratic standard-bearer. Mr. Eisenhower's victory this year was even greater than that of 1952 when he won 39 states and 442 electoral votes over the same candidate, Governor Stevenson.

That the victory was a personal one largely is shown by the fact that despite the landslide margin of votes, the Congress will be Democratically controlled. The tremendous ballot margin of Mr. Eisenhower recalls to many the margin won by Franklin D. Roosevelt in 1936 over Governor Alf M. Landon. The difference in the Congress in the two elections points up the extensive nature of ticket splitting, however.

In 1936 the Roosevelt landslide resulted in 75 Democrats to 17 Republicans and 339 Democratic Representatives in the House to 89 Republicans. This gave the Democrats not only control of the Executive Department, but a topheavy margin in Congress.

Despite Mr. Eisenhower's popularity with the American voters, he was unable to bring to Washington enough Republicans to control Con-

gress. In the 1956 Republican Presidential sweep the lineup leaves the Democrats in control: 49 Democrats in the Senate to 47 Republicans and in the House 236 Democrats to 200 Republicans.

Press comment throughout the nation surveyed by THE INTERNATIONAL TEAMSTER, almost without exception, appraised the election victory of Eisenhower as a personal one and many papers criticized Republicans in Congress for an indifferent record which accounted largely for their failure to win the approval of the voters on November 6.

The 1956 election followed no particular pattern of uniformity. There were sharp and sometimes surprising deviations from predicted results, some of which favored labor and some which disappointed labor.

In the Senate races several surprises turned up. The victories which all labor applauded were focal points of attention: the Morse-McKay race in Oregon and the Magnuson-Langlie contest in Washington.

Former Secretary of the Interior Douglas McKay was tapped by the President to oust incumbent Senator Wayne Morse, senior Senator from Oregon, former Republican who had turned Democrat. Labor went all out for Morse and the Teamsters, particularly, were active in his behalf. The final margin of Morse's victory over McKay was almost 60,000.

In Washington the Republicans pitted their 1956 convention keynoter, the popular Governor Arthur



B. Langlie, against incumbents Warren Magnuson. But the latter's pulling power with all groups proved too much for Langlie who was beaten by 225,000.

In Colorado a former congressman, John Carroll, defeated Republican Dan Thornton, former popular governor of the state, as one of the senatorial surprises. Frank Church, 32-year-old Idaho Democrat, defeated Senator Welker.

A Teamster friend was returned by California — Senator Thomas Kuchel, Republican. He had fought hard for the prevailing wage in the 1956 \$33-billion highway program. Another incumbent Senator who had worked hard on the prevailing wage program was defeated, however. Senator James Duff, Pennsylvania Republican, lost to Joseph Clark, Democrat.

Labor lost a good friend in Kentucky with the defeat of Senator Earle C. Clements, Democrat. That state, however, elected two new Senators who are regarded as able and will add stature to the United States Senate. John Sherman Cooper, formerly in the Senate, returns, and Thruston Morton, a former congressman, defeated Clements.

Cooper beat Lawrence Wetherby, former governor. While both are regarded generally as liberal, both did support Taft-Hartley.

Jacob K. Javits, Republican attorney general of New York, defeated New York City's Mayor Wagner for the seat vacated by retirement of the veteran Herbert Lehman. Javits has an exceptionally liberal record. Mr. Wagner would also have made a fine Senator.

Among other new Senators who are coming to Washington are Chapman Revercomb, West Virginia, Republican; Herman Talmadge, Georgia, and Frank J. Lausche, Ohio, both Democrats. Revercomb has been opposed by labor and Lausche is known as a "Taft Democrat" and is said to have expressed approval of right-to-work laws.

Despite the fact that a liberal trend which has been developing for the last several years in politics, Congress will still be in the hands of a coalition. The Southern Democrats, most of whom are conservative, and the Northern Republicans will be in a position either of control or veto power. Measures which these two groups, as a combined operation, may not want to see passed, will meet real difficulties despite what President Eisenhower with all of his electoral mandate may choose to recommend.

The 1956 elections and the closeness of the senatorial races poses a question as to 1958, a date of the off-year elections and the next point toward which political leaders are directing their attention. Important in that election will be the Senate seats to be filled.

Among the Republicans who must stand for reelection, if they choose to run are: Harry Goldwater, Arizona; John W. Bricker, Ohio; William E. Jenner, Indiana; Chapman Revercomb, West Virginia, who just was elected to fill an unexpired term; Joseph R. McCarthy, Wisconsin; Arthur V. Watkins, Utah. These are all regarded as conservatives. Other Republicans will also face the voters, but in these particular races, contests for reelection are sure to be strong.

"Right-to-work" Actions

"Right-to-work" advocates took a beating in two out of three states in the recent election.

In the state of Washington Initiative 198 which would impose a compulsory open shop was beaten by more than two-to-one in a total vote of more than 1,500,000. The decisive defeat was a victory for organized labor which rallied to defeat the measure.

When these right-to-work measures are placed on the election ballot labor becomes solidified and unified. In these situations not only are labor groups active in defeating the right-to-work efforts, but they are also active in mustering strength to defeat candidates on the ticket who are opposed to labor. Thus the right-to-work fights always stimulate extra strength for pro-labor candidates.

In Kansas George Docking, a Democrat, was elected governor on a pledge to veto any right-to-work legislation. Docking's opponent had defeated Governor Fred Hall who had vetoed a right-to-work bill.

While labor can chalk these victories in Washington and Kansas up on the credit side, they were not so lucky in Nevada. In that state an effort to repeal a right-to-work state law failed.

TEAMSTER POSITION SUSTAINED

In the recent election campaign General President Beck advised that it is unwise for a labor union to tie its fortune to any political party. He was one of the few AFL-CIO vice presidents who opposed action by the Executive Council in endorsing a candidate for President.

The results of the election amply bear out that advice in the election of a Republican President and a Democratic Congress in which labor will find both friendly and unfriendly members.

The re-election of President Eisenhower was a great personal vote of confidence and a heart-warming tribute to a life dedicated to public service.

President Eisenhower on election night pointed out the need for "New Republicanism" which will give the Republican party a great opportunity to become a truly national liberal party. It remains to be seen whether his followers accept this imaginative challenge.

Mr. Eisenhower's election is a great victory for all the people, not for any sectional group. He broke the so-called "Solid South"—which is no longer solid. We may have seen the last of the "Solid South." The confidence the people have in Eisenhower and the lack of confidence they seem to have in many Republican candidates should be a warning to the Republican party—it must realign its activities to fit with the principles of public service for all the people. Unless the Republican party becomes alert to the problems of the small businessmen, of labor and the farmer, it will meet disaster—because President Eisenhower, under the Constitution, cannot be a candidate to succeed himself for another term.

The challenge is a real one. Organized labor will be an interested observer in the course the leaders of the party take in the next few months and leading toward the important off-year elections of 1958.

Labor must never forget in future political campaigns that it can demonstrate its weakness as well as its strength and should govern itself accordingly.

*More Damage Has Been Inflicted
On Traditional Union
Activities by*

THE HOBBS ACT

*Than by Any Other
Single Piece of Legislation,
And It Hits Teamsters Hardest!*

IN THE OPINION of many, the Hobbs Act has done more to curtail traditional activities of organized labor than any other single piece of legislation, state or Federal. While its evil shadow hovers over all of labor, it particularly enshrouds the lawful activities of the members of the Teamsters' International Union. This is so because Teamster work, particularly trucking, is so intimately related to interstate commerce that the menacing threat of criminal prosecution encircles almost every lawful and proper economic action engaged in by Teamsters in an honest effort to improve their lot as workers and as human beings. Indeed there are some who believe, and not without reason, that the Hobbs Act was enacted, and has been employed, for the sole purpose of hamstringing lawful Teamster activity and destroying, if possible, the militancy and spirit of those who make up this splendid organization of working men and women.

The Hobbs Act was a bad piece of legislation when enacted although it was then pawned off as merely an attempt to penalize robbery and extortion in interstate commerce, and assurances were given that it was not intended to interfere with legitimate and lawful activities of labor and that it would not be utilized for that melancholy purpose.

Since its enactment, the uses to which it has been put have demonstrated the insubstantial nature of these expressed assurances and have

confirmed the judgment of many labor leaders including General President Dave Beck, who instantly condemned this Act as inherently evil and urged President Truman to veto it. This article is intended to acquaint our membership with the background of this extremely vindictive law and to show how its application is crushing and crippling the legitimate activities of working men and women.

Back in the early thirties, when the nation was virtually at the mercy of kidnappers, bandits and racketeers such as John Dillinger, "Machine Gun" Kelly and "Baby Face" Nelson, a subcommittee of the United States Senate, known as the Copeland Committee, undertook an investigation of rackets and racketeering in the United States. After conducting public hearings in several large cities, the committee introduced several bills, one of which eventually became the *Anti-Rack-*

eteering Act of 1934. Prior to the enactment of that statute, at the insistence of representatives of the American Federation of Labor, the measure as introduced was completely redrafted by the Criminal Division of the Department of Justice to make certain that under the bill the ordinary and traditional activities of labor unions would be unaffected.

The intent of Congress in enacting this original Anti-Racketeering Act was clearly expressed in a report submitted by Senator Copeland in which it was stated that the legislation was passed "to render more difficult the activities of predatory criminal gangs of the Kelly and Dillinger types."

The first attempt to bring economic activities of organized labor within the purview of the Anti-Racketeering Act of 1934 reached the United States Supreme Court in the case of *United States v. Local 807, International Brotherhood of Teamsters, etc.*, 315 U. S. 521. There the Court, speaking through Mr. Justice Byrnes, stated that "Congress intended to leave unaffected the ordinary activities of labor unions." In referring to certain union practices for which the defendants had been indicted, he well expressed the purpose of the law when he said: "But we do believe that they are not the activities of predatory criminal gangs of the Kelly and Dillinger types at which the Act was aimed, and that on the

Editor's Note

This article is one of a series which will appear from time to time from the office of the Teamster General Counsel on laws having a direct impact on our membership, their welfare and ability to bargain effectively. This article, which concerns the Hobbs Act, gives both the background of the legislation and indicates remedies which have been proposed by way of amendment.



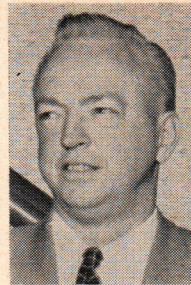
J. A. WOLL



JACK WILEY



EDW. DAVIS



L. N. D. WELLS



P. H. McCARTHY

contrary they are among those practices of labor unions which were intended to remain beyond its ban."

Any lessening of concern on the part of labor after the *Local 807 case* was short lived. Almost immediately Congressman Sam Hobbs of Alabama and others introduced a series of bills in the Federal Congress which, despite their popular designations, were pointed not at racketeering but at the heart of organized labor. This legislation, which would substantially amend the Anti-Racketeering Act of 1934, was vigorously opposed by all segments of labor. In spite of this opposition, however, Congressman Hobbs had his way and his bill was passed by the 80th Congress on June 21, 1946.

VICIOUS LAW PASSED

Aside from differences in draftsmanship, the Hobbs Act departed from its predecessor, the 1934 Act, only in that it removed from the original Act the language expressly exempting from its operation "the payment of wages by a bona fide employer to a bona fide employee" and the proviso stating that the terms "property," "money," or "valuable considerations" as used therein should "not be deemed to include wages paid by a bona fide employer to a bona fide employee."

Realizing that this legislation would work to its substantial detriment, organized labor made every effort to persuade President Truman to veto the Hobbs Act. Armed with an opinion of Attorney General Tom Clark to the effect that this bill sponsored by Hobbs "does not interfere with the rights of unions in carrying out their legitimate objectives," the President signed the bill into law on July 3, 1946. Thus, the Hobbs Act, one of the most vindictive pieces of legislation, from labor's viewpoint,

in the history of the United States, became "the law of the land."

BROAD SCOPE HITS AT LABOR

As finally enacted, it provides for a maximum penalty of 20 years behind prison walls and a \$10,000 fine for anyone who "in any way or degree" obstructs, delays or affects interstate commerce or the movement of any article or commodity in interstate commerce by "robbery" or "extortion" or who attempts to conspire to do so or commits or threatens physical violence to any person or property in furtherance of a plan or purpose to do so.

That the purpose of the Act is to curtail the activities of organized labor becomes apparent when its language is considered. Even though it purports to strike only at "robbery" and "extortion" in interstate commerce, its definitions are so broad in scope that they have resulted in sweeping application and interpretation so that today the shadow of prison walls falls on almost every working man and woman who engages in collective action against an employer to impel him to pay a decent wage or provide adequate working conditions. Several recent court cases well demonstrate this fact and furnish proof that this Act disgraces the statute books of our country and must be amended so as not to make criminals out of honest men and women seeking a fair share of the fruits of their toil.

In the case of *United States v. Kemble*, decided by the Third Circuit Court of Appeals, a business agent of Teamsters' Local No. 676 was indicted, prosecuted and convicted, under the Hobbs Act, because, in the exercise of his duties as business agent, he sought to induce the employment by a trucking firm

of a union helper to do the unloading of a truck. In the course of this activity air was let out of the truck tires and strong language, interpreted as a threat, was employed. It was admitted by the Government that neither the union nor the business agent was interested in protection money from the trucking concern.

COURT OPINION NOT UNANIMOUS

The Government, however, took the position, which was adopted by the majority of the court, that even though the purpose of the business agent was to secure work for members of his union, he would still be guilty under the Hobbs Act, since his demand was accompanied by violence and threats. The opinion of the Court of Appeals was not unanimous and several dissenting opinions were filed.

One, in particular, sounded a somber note of apprehension and warning in the following language:

"Any strike to obtain higher wages constitutes a use of force to obtain the property of another. Suppose an additional object of such a strike is to force the employer to bargain with a union when another labor organization has already been certified as the representative of the employees, thus rendering the strike an unfair labor practice. * * * * Or suppose the strike is in violation of a collective bargaining agreement. These are both examples of strikes which are unlawful, at least in a certain sense. Both might reasonably be termed attempts to obtain the property of another by the wrongful use of force. If such strike should affect interstate commerce, we would have complete offenses under the Hobbs Act.

"I do not think that Congress intended such far reaching effects under the Hobbs Act."

The Green case (*United States v. Green*, 350 U. S. 415), decided last spring by the United States Supreme Court, is perhaps an even more disturbing demonstration of what can happen, under the Hobbs Act, to those who attempt to seek job opportunities for workers they represent. In that case an official of General Laborers' Local No. 397 was successfully prosecuted for extortion—even though it clearly appeared that he sought no personal gain or benefit whatsoever. The object of his undertaking consisted only in seeking employment and, of course, wages for unwanted services of laborers, commonly known as swampers, in connection with the operation of machinery and equipment in maintenance work on a levee.

The Supreme Court, in upholding the conviction of the union official, held that it was not essential in a prosecution under the Hobbs Act that there be any personal gain or profit to that official or that any personal gain or profit be sought by him. As one authority has observed, if personal benefit and gain are not essential elements of "extortion" under the Hobbs Act, then leaders of organized labor, in their efforts to seek employment and improve wages, hours and working conditions of their members, are daily faced with the danger that if someone in the group makes a threat of some kind or there is an element of violence, no matter how small, he may be subjected to penitentiary garb and imprisonment for a maximum of 20 years.

ANY "FEAR" ILLEGAL!

In the Callanan case (*Callanan v. United States*, 223 Fed. 2d 171, cert. denied 350 U. S. 862), the Eighth Circuit Court of Appeals, in sustaining a conviction, has opened up most serious questions concerning the proper construction of the Hobbs Act. There the court concluded that the foundation of guilt was established if a fear of economic loss was created in the victim's mind, if such fear was reasonable and if defendants by making use of that fear extorted money or property. There was no showing of unfair labor practices prior to the alleged bribe offer by the employer. Noth-

ing in the evidence indicated a threatened use of future force or violence. The fear complained of was not created by any illegal action by the defendants prior to the alleged extortion. Thus, the court would rewrite the Act to read "actual or threatened force or violence or fear of any kind whatever." Under such a construction the government would have a roving commission to prosecute under the Hobbs Act all sorts of lesser offenses provided some evidence of fear was present and they involved interstate commerce.

From the foregoing it appears that the fears and apprehensions expressed by General President Dave Beck and other leaders of labor have been confirmed and that unified determined action to bring about amendment of the Hobbs Act is imperative and imperative now.

What then, it might be asked, is being done to remedy this intolerable situation?

At the National Conference of Teamster Lawyers, held in Washington, D. C., in May, 1955, the matter was thoroughly discussed and a committee was named "to consider revision of the Hobbs Act." This committee was composed of the following attorneys:

J. Albert Woll, Esq., of Washington, D. C., general counsel for the International Brotherhood of Teamsters; Edward Davis, Esq., of Philadelphia, Pa.; P. H. McCarthy, Jr., Esq., of San Francisco, Calif.; L. N. D. Wells, Jr., Esq., of Dallas, Tex., and John T. Wiley, Jr., Esq., of St. Louis, Mo.

After a review of the entire situation, the committee has recommended that the statute be materially amended. Among other things, the amendment would redefine "extortion" to require "personal use and enrichment." In addition, the Act would be amended to provide that nothing in the law "shall be construed to make unlawful, (1) the obtaining or attempting to obtain employment for employees or prospective employees; (2) the maintenance or improvement of wages, hours, or conditions of employment of employees, or prospective employees; or (3) the organizing of workers into labor organizations."

(Continued on page 32)

Ralph Benjamin Taken By Death



RALPH BENJAMIN

Ralph J. Benjamin, 66, widely known Pacific Northwest Teamster editor and public relations officer, died last month at his home in Seattle. Death came November 21 as the result of a heart attack.

Born in Lafayette, Ind., Mr. Benjamin was graduated in journalism from the University of Washington and served his newspaper and public service career in the Northwest.

He worked as editor of *The Recorder* at Olympia, Wash., and *The Olympian* until 1919 when he became associated with the Scripps League of Newspapers. He served with the Scripps organization until the 1930's. During his association with the Scripps League, he was editor of *The Seattle Star*, *The Tacoma Times* and *The Portland, Ore., News*. He was also editorial director of the papers.

For six years Mr. Benjamin was a state official and served as supervisor of public utilities and supervisor of transportation with the Washington Department of Public Service. He was in the state post about six years before 1941.

In 1941 he became editor of *The Washington Teamster*, official paper for Joint Council 28, Seattle, Wash. He served also as public relations officer for the joint council.

Membership of Mr. Benjamin included affiliation with the Evergreen Masonic Lodge of which he was past master; the Scottish Rite, the Shriners, Sigma Delta Chi journalism fraternity and the International Brotherhood of Teamsters.



First-place winners in all three divisions of the American Trucking Associations' 16th Annual Roadeo were captured by Teamster members. Nine Teamsters won honors in the competitions held in New York. From left: Leland Hellestad, Milwaukee; William Metsch, Chicago, and Everal Kirby, Peninsula, Ohio. ATA Managing Director J. V. Lawrence is at right.

Teamsters Tops in Roadeo

*Nine Members Capture Top Honors
In Annual Trucking Contest;
Lead in All Three Classifications*

NINE IBT members rode herd over the rest of the field at the 16th Annual National Truck Roadeo of the American Trucking Associations and walked off with win, place and show trophies in three competitive events.

The roadeo, held in New York City's Kingsbridge Armory in October, saw 49 highway jockeys sweat and swear through a difficult maze of twists and turns for coveted trophies and cash prizes. All of the 49 contestants had previously won competitions in their home states.

Each contestant to be eligible had to show they had driven 12 accident-

free months prior to the competition.

Trophies and cash prizes were awarded to winners in three standard classes of competition: (1) Straight truck; (2) three-axle (single-axle semi-trailer), and (3) four-axle (tandem axle semi-trailer).

In each class the first, second and third place winners were as follows:

Straight Truck:

First Award—Leland H. Hellestad, Local 200, Milwaukee, Wis. Driver for Express Freight Lines, Incorporated.

Second Award—Albert S. Burnette, Local 327, Nashville, Tenn.

Driver for Super Service Motor Freight Company.

Third Award—Edward E. Costello, Local 107, Philadelphia, Pa. Driver for Pilot Freight Carriers, Inc.

Single Axle Semi-trailer:

First Award—William Metsch, Local 705, Chicago, Ill. Driver for George F. Alger Company.

Second Award—Howard J. Pudliner, Local 733, Catasauqua, Pa. Driver for Motor Cargo, Inc.

Third Award—Alex V. Menapace, Local 486, Saginaw, Mich.

(Continued on page 28)



A. S. BURNETTE



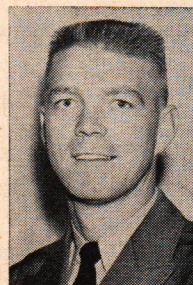
E. E. COSTELLO



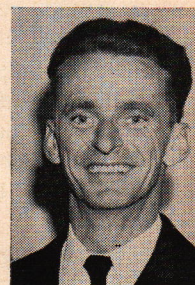
H. J. PUDLINER



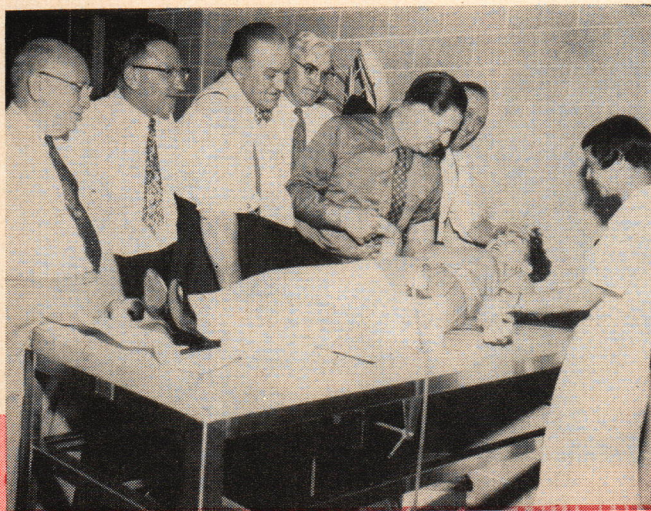
A. V. MENAPACE



J. S. JACKSON



W. K. HEISER



The tragic crash of elevated commuter trains in Chicago on November 5 sparked a drive by Chicago's Teamster Council 25 to found a free blood bank where anyone, regardless of race, creed, color or labor affiliation can get blood in time of need. Here Ray Schoessling, JC president, holds the hand of JC office manager Kay Leiting as she gives a donation. Mrs. Dorothy Crouch is the nurse. Looking on are Daniel Colucio, August Burnier, John Thibeau and William Hicks.

Out of the Torn and Twisted Rubble of Chicago's Tragic Election Eve Train Crash Arose a Dramatic Program of

TEAMSTER PUBLIC SERVICE

DATELINE—Chicago. NOVEMBER 5—The eve of a national election. Crisis in Egypt and the savage Soviet "education" of Hungary had wiped the final fling of the candidates off the front pages.

Tired, homebound Loop workers swayed as the rush-hour elevated train rolled toward Wilson Avenue—a major North Side station where a train stops every 25 seconds in the busy hours. The ride was uncomfortable as the crowded commuters squeezed glances at their papers, expertly folded to "L" train size—about the area of the average book page. In one corner, two women talked of the election, above the train's rattle, with half the car listening as the train eased toward Wilson Avenue; a few people slept, while others mentally planned hurried dinners before the final TV pleas of the Presidential candidates.

A second later, steel train cars were twisted and torn. Riders in the first cars of the elevated train were trapped as it crashed into the rear of a North Shore train—the Milwaukee Limited.

The toll: eight dead, 200 injured.

Shoes and glasses of the passengers were torn off, clothing ripped,

shoppers' parcels strewn the length of the elevated cars.

A "blue ribbon" coroner's jury, including President Donald Peters of Warehouse and Mail Order Employees' Local 743, is probing for the cause of it all, along with special investigating committees of the Chicago City Council and the Chicago Transit Authority.

The headlines of bloodshed overseas were replaced by peacetime casualty lists—the quiet men and women who go to and from their jobs. Meanwhile, the executive board of Teamsters' Joint Council 25 was meeting the next morning. "Five Hospitals Clogged by Injured," the

morning papers reported. Talk of contracts and internal union problems was shelved.

The Council officers had been discussing the possibility of setting up a blood bank. Several locals had set up such services for their members and families, with outstanding success.

How could the 125,000-member Teamsters' Joint Council—a sizable part of Chicago's population—do something about the pitiful stories of the painfully injured? What could they do for the pathetic pleas of anxious parents—seeking blood for a child ravaged with leukemia? Where could they serve the victims of slum

fires — so often young children?

No one in the Joint Council claims credit for the idea. Out of that meeting in the wake of Chicago's worst recent transit disaster came the seed of one of the most ambitious public service programs ever initiated by a labor organization in Chicago: a blood bank, supplied by regular deposits by members of Teamster organizations, with the blood available free and unrestricted to those in need.

A special committee, headed by President Ray Schoessling of the Joint Council and President August Burnier of Dairy Employees' Local 754, met with officials of the famed Michael Reese Research Foundation Blood Center. These experts joined into the program with the same enthusiasm shown by the Teamsters.

The plan: to have members of local unions keep the blood bank supply growing. The major cost of processing the blood would be paid by the Joint Council.

The sole condition: all blood would be available on the basis of need to anyone, regardless of race, creed or color, and without regard to union membership of the people needing the blood.

The blood will be available for distribution after January 1, 1957.

A special committee of the Joint Council will work with the Michael Reese Research Foundation to determine the allocation of blood to applicants. The group consists of Schoessling and Burnier, and these officers of the Joint Council: Vice President John G. Thibreau, Secretary-Treasurer John F. Ryan, Recording Secretary William M. Hicks



Officers of JC 25 discuss the blood bank with Joseph Novak, seated, center, general manager of Michael Reese Research Foundation blood center. Ray Schoessling is seated at right and Daniel Colucio is seated left. Standing are August Burnier, president of Dairy Employees' Local 754; John Thibreau, vice president of the JC; William Hicks, recording secretary, and Larry Monahan, trustee of the JC.

and Trustees Daniel J. Colucio, Larry Monahan and H. E. "Bill" Wood.

Just eight days after the tragic elevated crash, the Teamsters' first contingent of blood donors was organized. Joint Council officers and leaders of local unions made the first deposits in the blood bank that will draw the best kind of dividends—the saving of lives.

"Don't forget me," said Kay Leit-ing, the pretty and efficient office manager of the Joint Council.

She joined the Teamster officials at the blood center—and all those who contributed said the experience was very rewarding.

Schoessling pointed out that many Teamsters had made blood donations during the war.

"Why shouldn't we keep the same spirit alive in peacetime?" the Joint Council president said. "Our gift of blood to some person we don't know is the gift of life itself. It's the finest kind of charity—in the spirit of all the great religions. I know the members of our local unions will respond enthusiastically to this program.

This was echoed by Augie Burnier, co-chairman of the Joint Council blood bank committee.

Schoessling said that every local union has responded enthusiastically to the program.

"Why not? They're all Teamsters. And when Teamsters know the story—they're the most generous, civic-minded and humane people in any town."



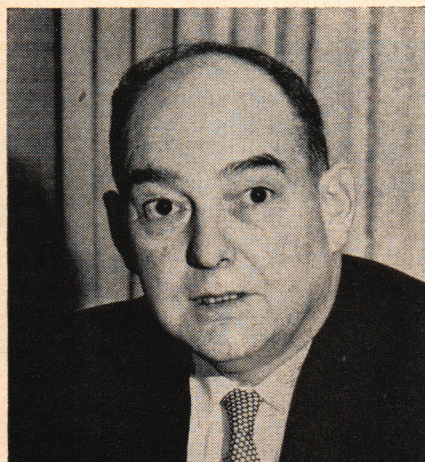
After January 1 blood for those in need of it will be always available in the Chicago area, thanks to the leadership of Joint Council 25. In addition to officers of Joint Council, those who contributed blood on the first day of drive included John Casey, Local 744; Peter Bergmann, Local 744; Wayne Sleezer, Local 714; William Hogan, Local 714; Gerald Giff, Local 717; James Connors, Local 777; William Martin, Local 754; Joseph Morgan, Local 714; Stanley Yurgil, Local 761; John Smith, Local 703; Eddie Donovan, Local 755; August Burnier, Frank Gillespie, John Gow, Fred O. Grams, of Local 754.

JOHN J. SWEENEY FATALLY STRICKEN

An area official and nationally known figure in Teamster activities was taken by death last month. John J. Sweeney, 46, secretary-treasurer of the Western Conference of Teamsters, died November 2 of a heart attack. Mr. Sweeney was in California with Conference President Frank W. Brewster working out plans for a November policy committee meeting of the area organization.

Mr. Sweeney had held the post in the Western Conference of Teamsters since August 25, 1954. He succeeded the late Gordon Lindsay who also died of a heart attack while on duty. Lindsay died during an annual meeting of the conference in San Francisco. Mr. Sweeney was a general organizer for the Teamsters in Oregon when he was appointed to the conference position. Just previous to his Oregon assignment he was a general organizer for the American Federation of Labor in San Francisco.

The conference official leaves a wife, Anna M. Sweeney; a son, Johnnie; three sisters, Mrs. Margaret Gardiner, Mrs. Anne Kennedy and Sister Mary Veronica Rose of the Sisters of the Holy Name order and two brothers, James P. Sweeney and Frank G. Sweeney. The sisters and brothers all live in Oakland.



JOHN J. SWEENEY

John Sweeney came from a labor family. His father a pioneer Irish labor leader and lineman for the Key System Transportation Company in Oakland was a lifetime card-carrier. Mr. Sweeney's labor record attracted attention of AFL officials and in 1938 he was named a general organizer in the San Francisco area, a post he held until he became a Teamster organizer in February, 1953, except for time spent on military duty.

During World War II, Mr. Sweeney served as a combat infantryman with General George S. Patton's Third Army and saw action in nearly all of the major cam-

paigns in the European theater of operations.

During his career as an AFL and Teamster organizer, Mr. Sweeney was instrumental in working out many agreements which made history in the Teamster jurisdiction in the West.

Conference President Brewster following Mr. Sweeney's death praised his work saying:

"In John Sweeney's two short years with us in Seattle, he worked around the clock for the Teamsters. He was particularly helpful in our security agreements which include the new pension plans. He was born in the labor movement in the Bay Area and he gave it everything he had. The conference has lost a real champion and I feel that I have suffered a personal loss. It will be hard to replace a man like John Sweeney—the loss is irreparable."

TEAMSTERS TOPS IN ROADEO

(Continued from page 25)

Driver for Blair Transit Company.

Tandem Axle Semi-trailer:

First Award—Everal E. Kirby, Local 24, Peninsula, Ohio. Driver for Motor Cargo, Inc.

Second Award—James S. Jackson, Local 391 (and last year's champion was defeated by Kirby in this year's competition by two points—294 to 296). Winston-Salem, N. C. Driver for Pilot Freight Carriers, Inc.

Third Award—William K. Heiser, Local 577, Woodlawn, Md. Driver for Davidson Transfer & Storage Company.

HOW THEY'RE JUDGED

Winners in each contest are judged on their appearance and personality, total points made on a series of four written examinations including (1) safe driving rules, (2) the trucking industry, (3) first aid, and (4) fire fighting and the successful completion of a closed course driving test within a prescribed time. (Sample driving problem: Driver must park his vehicle at an alley dock which is located at the end of a confined

space. The vehicle must not touch or bump the dock and must not be farther away than two feet from the dock when the parking is completed.)

STARTED IN 1937

The idea of a contest among the nation's truck drivers was born in 1937 when a group of key officials of the American Trucking Association met in an effort to institute a program which would promote highway safety, create good will for the trucking industry and add to the prestige of that industry and the men who drive the trucks. The roadeo has been held annually since 1937 with the exception of four World War II years.

The first place winner in each class received a large trophy which he retains as long as he successfully defends his title. He also receives a permanent trophy from ATA. Second and third place winners each receive a small permanent trophy. In addition to the trophies, ATA awards each champion \$50 monthly for a year; second place \$30 monthly for a year.

GENERAL GRUENTHER LAUNCHES NEW CAREER

A new chapter in a colorful career of public service will be written when General Alfred M. Gruenther becomes president of the American National Red Cross.

General Gruenther leaves his post as Supreme Allied Commander in Europe, a post he filled with great distinction, winning the respect of the entire Free World through his resourcefulness and administrative ability. General Gruenther served as an associate of President Eisenhower when he was Supreme Allied Commander during World War II and afterwards when he headed the forces of the North Atlantic Treaty Organization.

As one of the architects of the postwar defenses of the Free World, Gruenther has earned the respect and homage of free nations everywhere.

In a press conference held in late November the question of the possible use of rockets or guided missiles on the part of the Soviet Union was raised. In replying to these threats the general said,



GEN. GRUENTHER

"Whether or not such rockets exist, they will not destroy the capacity of NATO to retaliate."

He said that Russia would be "destroyed" if she attacked the West predicting the outcome "as surely as day follows night." When the subject of push-button warfare came up he observed that "No nation is going

to press that button if it means national suicide . . . and that is just what it would mean."

The understanding which General Gruenther has of international military, diplomatic and political affairs is an asset of incalculable value and one which should—and we feel certain will—be used in the service of the nation.

The International Brotherhood of Teamsters is glad to pledge its 100 per cent support to the new president of the American National Red Cross.

As important as the Red Cross position is—and we are not underestimating its importance—we feel that General Gruenther's place is in the State Department. Gruenther's knowledge and ability are assets which should be at the service of the nation at the top level of administration. He should be in the State Department at an early date as a righthand man to Secretary of State John Foster Dulles. If Mr. Dulles retires or resigns, no better man could be found to take over.

The problems and needs of Europe and indeed of the whole free world are well known to General Gruenther. Teamsters sincerely hope and trust the nation will avail itself of his exceptional talents.

TEAMSTER RESEARCHERS MEET

(Continued from page 18)

were discussed by the delegates with John Hughes, Seattle, Wash., describing the Western Conference of Teamsters plan and Dave Previant leading the discussion on the Central Conference pension program.

Collective bargaining in the light of applicable court decisions and National Labor Relations Board actions was the subject of remarks by J. Albert Woll, Teamster counsel.

The sessions ended with Chairman Weiss leading a discussion on current and proposed research department projects of the Teamsters.

Research directors, economists, speakers and guests included representation from each of the four conferences. From the Eastern Conference of Teamsters were Wendell Ables, Robert Matheny and William Curtin of Washington, D. C.

The Central Conference of Teamsters was represented by Harry Berns, Indiana Conference of Teamsters, Indianapolis, Ind.; Ernest Calloway, Joint Council 13, St. Louis, Mo.; Dave Salmon, Central Conference, St. Louis, Mo.; Duane Johnson, Michigan Conference of Teamsters, Detroit, Mich.; Edward J. Loehr, Joint Council 65, Collinsville, Ill.; Norma Sinclair, Canadian Conference of Teamsters, Toronto, Can.; Catherine Sullivan, Local 618, St. Louis, Mo., and Don Vander Kelen, Joint Council 75, Green Bay.

The Western Conference of Teamsters was represented by Walter H. Briem, Joint Council 28, Seattle, Wash.; Charles O. Cross, Joint Council 42, Los Angeles, Calif.; Don O'Reilly, Joint Council 28, Seattle, Wash.; Harry Pollard,

Joint Councils 7 and 37, San Francisco, Calif.; Henry E. Spiller, Joint Council 42, Los Angeles, Calif., and Anthony Vavrus, Joint Council 37, Portland, Oreg.

Three interns in labor union problems now studying under a Government fellowship program at the Central Conference of Teamsters, St. Louis, Mo., were present as observers. They were Jacques Drumez of France and two Italians, Cesare Poloni and Valerio Bianco.

Headquarters personnel attending the conference in addition to Conference Chairman Abraham Weiss included: General Secretary-Treasurer John F. English; Comptroller William Mullenholz; Trade Divisions Directors William Griffin, Thomas Owens and Harold Thirion; Gerard Treanor, counsel; Robert L. Graham, assistant to Vice President Mohn and Earl Kipp of the Research Department staff.

TEAMSTER TOPICS

Saves Passenger's Life

One recent fall morning this Eastern Express, Inc., employee, Stanley Piorkowski, was responsible for helping save the life of a seriously injured panel truck passenger.



While driving to his job as dockman at the motor carrier's Metuchen, N. J., installation, "Stan" came upon the truck after it had hit a utility pole. The vehicle had rolled over and caught fire, with the driver thrown clear and the rider pinned inside.

Showing his ability as a quick-thinker under emergency situations, Piorkowski immediately stopped his automobile and ran over to the burning truck. He entered through the rear end, ripped the front seat apart, and freed the unconscious man.

Soon afterwards the police, firemen and an ambulance arrived, and

according to authorities had it not been for Stan's efforts the rider might have burned to death or died from injuries.

Piorkowski began his employment with Eastern Express in Metuchen on February 3, 1953, and he will be celebrating his thirty-fifth birthday in the same month, 1957. Currently Stan is serving as union steward at the Metuchen terminal.

Exchanging Ideas

Six trade unionists from France and four from Italy are going through a 16-week internship program with the St. Louis Joint Council of Teamsters, sponsored by the U. S. Government.

The groups, representing various unions in France and Italy, are getting a first-hand picture of the day-to-day work of an American trade union. Dave Salmon, research director of the Central Conference of Teamsters, has worked out a comprehensive program of work and other activities to teach the foreign

unionists the American way of organizing, servicing, negotiating contracts and many other facets of unionism here.

Pay Scale Higher

Union pay scales of local city truck drivers and their helpers rose an average of 10 cents an hour in the year ended July 2, according to a survey by the U. S. Labor Department. The advances represented gains of 5 per cent for drivers and 5½ per cent for helpers.

Higher rates were reported for 86 per cent of 350,000 organized local city truck drivers and helpers. Rates rose 7½ to 10 cents an hour for nearly a fourth of the workers, 10 to 12½ cents for a fifth, and 20 cents or more for a tenth.

Hourly wage scales on July 2, 1956, averaged \$2.20 for drivers and \$1.94 for helpers.

The Bureau of Labor Statistics survey covered cities of 100,000 or more in population. As in previous years, it dealt with time-rated jobs and did not include drivers paid on a commission or mileage basis or over-the-road drivers operating between cities or various parts of the United States.

Development Aided

General Teamsters Local 397 of Erie, Pa., gave financial backing to the Greater Erie Industrial Development fund drive with a subscription of \$10,000 recently.

The check was turned over to the chairman of the campaign for investment in bonds of the corporation which will build Erie Industrial Park.

President Bud Miniger, when turning over the check, said the industrial park is a fine investment for his local union, since it will pay good dividends financially and in immediate employment for truckers and all other crafts and trades.

Aid in Boosting United Givers' Program



Teamster Local Union 443, New Haven, Conn., is active in pushing the United Fund in its area. Above are shown four participants in the drive. Second from left is John Pisano, secretary-treasurer of the local, and three stewards as they signed pledges and prepared to solicit area trucking concerns. Left to right—Anthony Perrotti, Secretary Pisano, Steve Matteo and Al Barcella.

WHAT'S NEW?

Sign Shows Wheel Block Is in Place

In addition to a new type wheel block cast in one piece of steel alloy with angular pointed calks to eliminate slipping, an Indiana manufacturer offers an added safety feature. This is a sign mounted to a standard attached to the block that indicates when the block is correctly and securely in place. When the flag is not in place at the side of the vehicle, the truck loader knows conditions are unsafe, avoiding a possible bad accident caused by the truck rolling.

No Distortion with Piston Ring Expanders

Neither damage nor distortion accompany use of a new line of piston ring expanders, designed to fit rings with diameters from 4½ to 14 inches and made in sizes to correspond to piston sizes. They bolt to the expanders with wing nuts, the spring plunger of the adapter holding the piston ring ends against the expander jaws, and are readily changed, says the distributor.

Useful and Versatile Welding-Cutting Set

Very useful for work on auto bodies, fenders, radiators and for general sheet metal work is a new line of welding and cutting outfits which come complete with three heads and one nozzle. There are three nozzle sizes for the cutting attachment which will cut steel up to 2 inches thick. Choose from 9 head sizes to weld from 32 gauge to ¾ inch thicknesses.

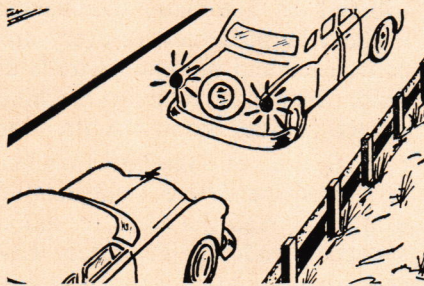
Kit for Removing Windshield Scratches

A four-step operation is required for removing scratches from windshields when using a new kit containing all the necessary equipment.

First, saturate the felt wheel with water. Next, outline the scratch with the china marking pencil. Secure the mandrel in the chuck of the ¼-inch drill and mount felt wheel by starting drill. Place the tip of the mandrel into the hole in the wheel. Finally apply the compound provided onto the windshield and polish out the scratch.

Added Safety of Stop Light Control

Since approximately 27 per cent of all two-car collisions in this country are of the rear end variety, a newly introduced device from Indiana would seem to offer a valuable aid to traffic safety. It brings the rear stop light into play as soon as the foot is lifted from the accelerator, providing an added margin of safety. It does not eliminate the standard foot brake control system for the rear lights but operates in conjunction with it with the following advantages: it gives the quickest possible stop light signal automati-



cally, allowing the trailing motorist more time to stop in emergencies; discourages drivers who follow too closely; operates the stop light even if the stop light switch should become defective, saving possible accidents and fines; is a great advantage on icy or slick streets when the brakes should not be used, making coasting into the stop sign area with the stop signal on possible; brake-riding not necessary to give slowing up signal—reduces brake lining wear, especially on trucks and buses; provides a convenient warning light when stalled and safer double parking when discharging passengers or delivering.

Costing less than most stop light lenses, the signal is easy to install in a few minutes, requiring no soldering, no lights to mount and with no

wires to cut. It features a connector for attaching the wire for stop light control on a trailer and for attaching a light on the dash to indicate whether the stop lights are working.

Asbestos Fibers in Aluminum Coating

A valuable aluminum roof coating has been developed in Philadelphia. This coating contains pure aluminum throughout blended with highly refined vehicle and special grade asbestos fibers which interlock to provide solid, durable and weather-tight protection.

Tester Operates At High Temperatures

Even at temperatures in excess of 180 degrees F., a new model of anti-freeze tester makes accurate readings of all the generally used types of anti-freeze, such as ethylene glycol, methanol and alcohol, according to the manufacturer. Therefore there is no need to wait until the engine cools before testing. The figures on the model are hermetically sealed to stay clean and readable and are larger than usual and made even more convenient by a magnifying slide calculator. The float of the unit is cushioned in a rubber well to guard against the possibility of breakage.

Engine Tester with TV-Type Screen

A prominent research laboratory in New Jersey has announced to the automotive industry its new TV-type engine tester with attachments designed for detection and location of valve and manifold difficulties. Cylinder by cylinder, this tester provides a TV-like picture presentation of the overall valve operation in this manner. A special valve testing attachment converts the pressure and vacuum changes in the exhaust and intake manifolds into electrical signals. These signals are reproduced on the unit's screen as lines of light, one for each cylinder. When one line does not conform to the pattern of the others, the operator has found the faulty valve or valves. This new testing unit connects like a standard vacuum gauge.

EASTERN CONFERENCE

(Continued from page 8)

A & P subsidiary employing up to 800 at peak periods was organized. Progress was reported in Maine and in several situations where smaller canneries were involved. This division is making headway in bringing organization to a hitherto under-organized field.

Chauffeurs: economic gains were reported by all the unions organized in this classification. Surveys were undertaken on certain metropolitan areas where organization work is being planned.

Dairy Employees: more than 3,000 new members have been added to Teamster rolls in this division. A state-wide pact was developed in West Virginia the first one in the conference in this field. Various other sections reported progress in the dairy industry organization.

Laundry & Dry Cleaning: this division is organized chiefly in the metropolitan centers. General locals with members in this classification are being urged to devote more attention to possibilities in this area.

Miscellaneous: this division contains work in more than 50 industries but emphasis has been given in the past year to organization in the vending machine field. The largest vending machine company in the country was one of the firms organized by the division and progress was reported in several centers of the conference area.

Over-the-Road: one of the achievements of this division has been the reduction in the number of over-the-road contracts from 100 different agreements to 23. New area agreements were made in various parts of the conference including a freight agreement in Vermont, falling into the Southern New England and Maine pattern; a long haul drivers' pact in New England; an area agreement in the New York-New Jersey area; an agreement in West Virginia and the Carolinas. Markedly advanced conditions were achieved in the new pacts everywhere they were negotiated.

Conference uniform agreements are being negotiated in the haulway industry and meetings were held in the steel, hauling industry.

Warehouse & Produce: a wide variety of firms were organized in the warehouse and related fields by this division. Cooperation was extended to the National Warehouse Division in the Montgomery Ward & Company national drive. One of the outstanding advances in this division was the organization of subcommittees dealing with particular companies or industries.

VENDING

(Continued from page 16)

to work with them as a normal part of their efforts.

The National Miscellaneous Conference has been carrying forward a campaign of information and education among miscellaneous local unions and in general locals with miscellaneous sales drivers. Speeches, articles and reprints have been distributed on automatic merchandising and its place and at every area conference and in national trade division meetings vending machines get top priority discussion attention.

The use of vending machine stamps is one device Teamsters are using to spread the word on union-serviced vendors. Teamsters have also worked out an agreement with the International Association of Machinists whereby machines which are Machinist-made and Teamster-serviced can bear the stamps of both unions. The photo with this article shows a machine at the International Headquarters bearing both the IBT and IAM stamps.

Teamsters are being advised throughout the country that the vending machine industry offers a great and growing potential for organization. The techniques of organization have been worked out. The National Miscellaneous Division has on file standard contracts covering this type of work. Unions with vendors in their areas are urged to devote attention to organization.

Teamsters are finding that the industry is being organized and unless

the International Brotherhood of Teamsters moves in and asserts the rightful jurisdiction belonging to it, the union will lose a tremendous opportunity and many members to other unions, more alert and more aware of the opportunities challenging unionization in the industry.

The year 1957 will be a big one for vending. About this fact there is no disagreement in the industry or in the distribution field in general. It is up to the Teamsters to make 1957 the biggest year yet in vending machine organization.

THE HOBBS ACT

(Continued from page 24)

Finally, the amendment would provide that — "Participation in, or threat of, strikes, picketing, or other concerted activities shall be prima facie considered to be in support of lawful labor objectives, and no such participation or threat shall be violative of this section unless upon proof that such participation or threat was not for the benefit of any labor organization, or those represented, or sought to be represented, by it, but was for the purpose of personal enrichment for the benefit of the defendant."

It can readily be seen that the proposed amendments are aimed not at the protection of the labor racketeer who preys on employers and employees for his own personal gain but are pointed rather at the very heart of the problem—protection for the ordinary and traditional activities of working men and women.

During the last session of Congress, at the request of representatives of the Teamsters, Senator Langer of North Dakota introduced these amendments under the form of S-3646. It was, however, referred to the Committee on Judiciary of the United States Senate. With the opening of the 85th Congress in January, 1957, every effort will be exerted to reintroduce these amendments and to secure their early passage. Only in that way can organized labor protect itself from the devastating effects of the Hobbs Act — the most anti-labor statute on the books today!

FIFTY YEARS AGO

in Our Magazine



(From *Teamsters' Magazine*, December, 1906)

EDITOR'S WASTE BASKET

Apparently the editor of the 1906 *Teamster* was getting complaints from members because their submissions to him weren't getting into print. An editorial entitled "If Some Day" expressed his feelings on the subject.

"If some day the newspaper man or magazine editor should print the contents of his wastebasket, there would probably be a riot. There certainly would be trouble in many homes, arrests in some direction, shot guns in others, trouble all around.

"But the patron never sees the waste basket. He only glances at the beautifully-printed pages, complains if one letter is upside down, growls his disap-

basket, but if he could look at the contributions made to that receptacle by his neighbors and friends, he would thank God for the existence of a man with sufficient intelligence and courage not to print all he knows and to temper even that he does print," the editor expounded.

ALABAMA PEONS

A report, as yet unconfirmed, told of immigrants from Germany being held in slavery in the town of Lockhardt, Ala., by lumber interests there.

"If the allegations are true, about 100 immigrants, mostly Germans, are held in the lumber company camps virtual slaves. A party of Germans reached Pensacola on July 25 from the camps, stating that they had escaped. They went to the German consul for protection and told him a tale of ill treatment and cruelty that has hardly a parallel in the South," the editor commented.

GOOD MEN

Members were also called upon to secure a worthy character for themselves with a promise that all their goodness would be returned with interest.

"The best thing in this world is a good man. The greatest thing in this world is a great, good man. The most blessed thing in this world is a blessed, good man.

"The first thing that a human being should recognize about himself is that his character is his distinguishing feature. It is not the amount of money, the amount of power, the amount of brains, that a man has that is his distinguishing feature, but his character.

"Whatever fellowmen may temporarily say or do to the contrary, this is a fact, that what separates him from others and gives him his individuality is his goodness or lack of goodness, according to its degree.

"Money, power and brains have their place, and they do exert an influence in temporarily deciding a man's position and recognition. But the standard of ages, by which anyone and everyone is tried, is character; and in God's sight, which is the final and determining sight, men

are what they are in their wishes and purposes. It is not, then, too much to say that the supreme ambition of a person's life should be to secure a worthy character.

"Everything else, however important, is merely subsidiary. Beauty of person, brilliancy of achievement, acuteness of intellect, sway of authority, are secondary, while goodness is primary," the editor philosophized.

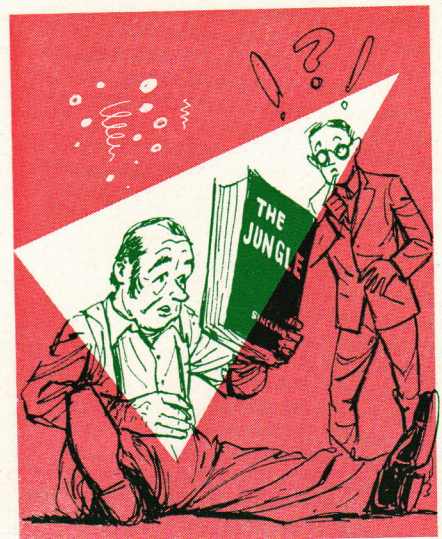
SINCLAIR'S TARGET

The December, 1906, *Teamster*, like every other publication of the day, was interested in the book, "The Jungle," written by Upton Sinclair, which ultimately led to the passage of the Pure Food and Drug Act and, more directly, the institution of meat inspection.



pointment if one name in five hundred has happened to go wrong, kicks because his communication, signed 'taxpayer,' has been condensed into respectable English, frowns because the editor didn't take his advice about publicly warning his neighbor against throwing melon in the alley, and is generally disgruntled, not so much at what he finds as what he fails to find.

"He knows his share of the waste-



"Perhaps you may be surprised to be told that I failed in my purpose when you know of all the uproar that 'The Jungle' has been creating. I wished to frighten the country by a picture of what its industrial masters were doing to their wage-slaves; entirely by chance I stumbled on another discovery—what they were doing to the meat supply of the civilized world. In other words, I aimed at the public's heart, and by accident I hit it in the stomach," Sinclair was quoted as saying.

